

DRAFT

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Midway – Pacific Highway



Community Plan
and Local Coastal
Program

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CHAPTER ONE

I Introduction

Midway - Pacific Highway has played a major role in the City's growth. From its historic beginnings in the latter part of the 18th century as a trail to move goods and supplies between La Playa to the Presidio to rise of the aviation industry, the neighborhood has played a role in San Diego's continued transformation. The Midway - Pacific Highway Community Plan and Local Coastal Program (Community Plan) builds on the past to provide a vision for the future. The Community Plan establishes the policy framework that will guide further development in pursuit of this vision consistent with the General Plan goals and policies.

VISION: The development of a strong public realm and unique districts and villages connected through a system landscaped streets that will link to Mission Bay, the San Diego River, and the San Diego Bay to traditional and nontraditional parks within the community to enhance community character and livability. *To achieve this vision, the following Guiding Principles provide the framework for the more detailed Plan policies:*

Distinctive Districts and Villages. The organizing concept of the Community Plan is the establishment of Districts and Villages with a distinct emphasis. Districts and Villages each with their own distinct range of uses, character, streetscapes, places, urban form and building design will become an integral aspect of Midway - Pacific Highway's unique identity and character. Villages will serve as multiple and mixed-use commercial, employment, residential nodes.

A Center of Economic Activity. The Community Plan bolsters Midway - Pacific Highway as a sub-regional employment center by ensuring availability of employment land with large floor plates for the development of office and research. The creation of jobs with residential and commercial uses served by transit will support the economic viability and attractiveness of the community.

A Complete Mobility System. The Community Plan acknowledges that Midway - Pacific Highway functions as a regional gateway for vehicles, while also envisioning a complete mobility system that provides options for people to walk, ride a bicycle, or take transit to recreational space, regional open space, shops, services, entertainment attractions, housing, and employment areas to enhance the livability and character of the community. The enhancement of the mobility system for all transportation modes will support the economic growth and identity of the community.

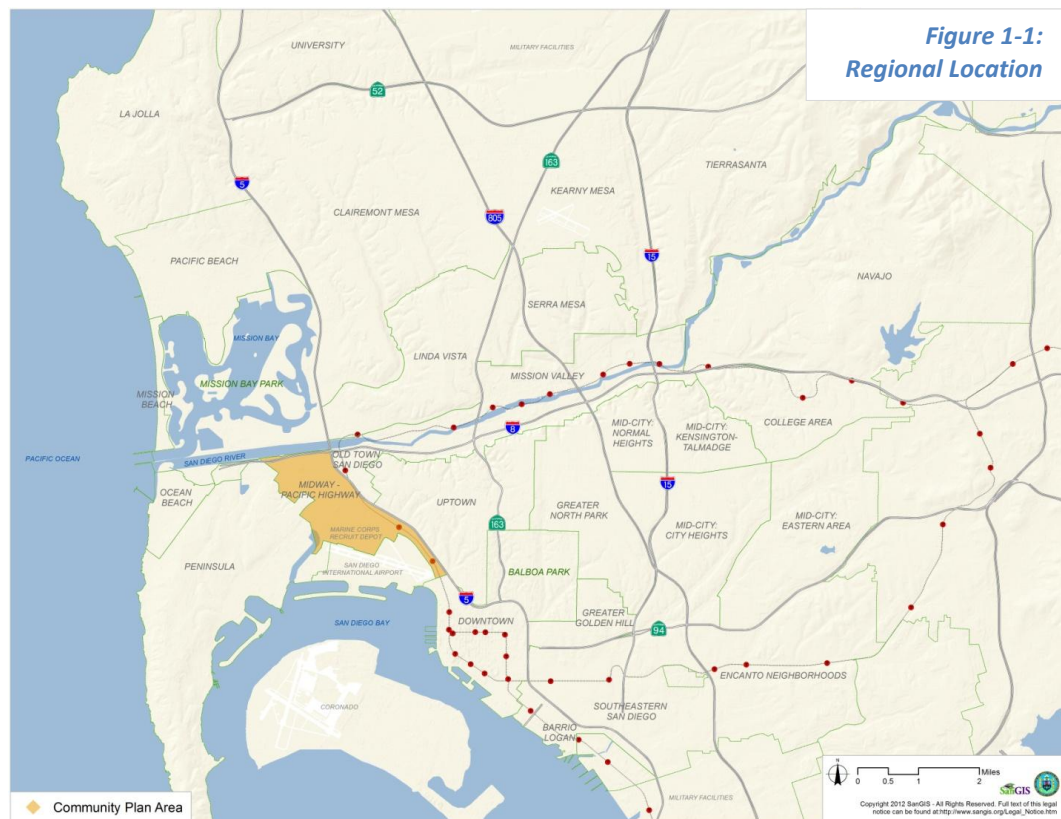
A Place Connected to its Context and to the Regional Recreational and Open Space Areas. The Community Plan seeks to connect Midway - Pacific Highway's Districts and Villages to regional open space and recreational areas with Boulevards and Green Streets that will serve as gateways for pedestrians and bicyclists, and provide a sense of arrival into Midway - Pacific Highway. The Plan will foster the reestablishment of the community's historic relationship to the Presidio, the San Diego Bay, Mission Bay and the San Diego River, while integrating Midway - Pacific Highway with the surrounding communities.

1.1 HISTORICAL CONTEXT

The community historically has serviced as a transportation corridor. The La Playa Trail connected the Mission and Presidio to the anchorage at La Playa and generally corresponded to present day Rosecrans Street. In the early 1900s, Pacific Highway became part of Highway 101 which was the major highway that connected San Diego to Los Angeles and the Mexican border. The rise of the local aviation industry began in the community during the 1920s. During World War II (WWII), wartime aircraft industries and 3,500 temporary homes for defense workers in the community. Between the 1950s and 70s, large parcels were developed with automobile oriented commercial uses including the Sports Arena.

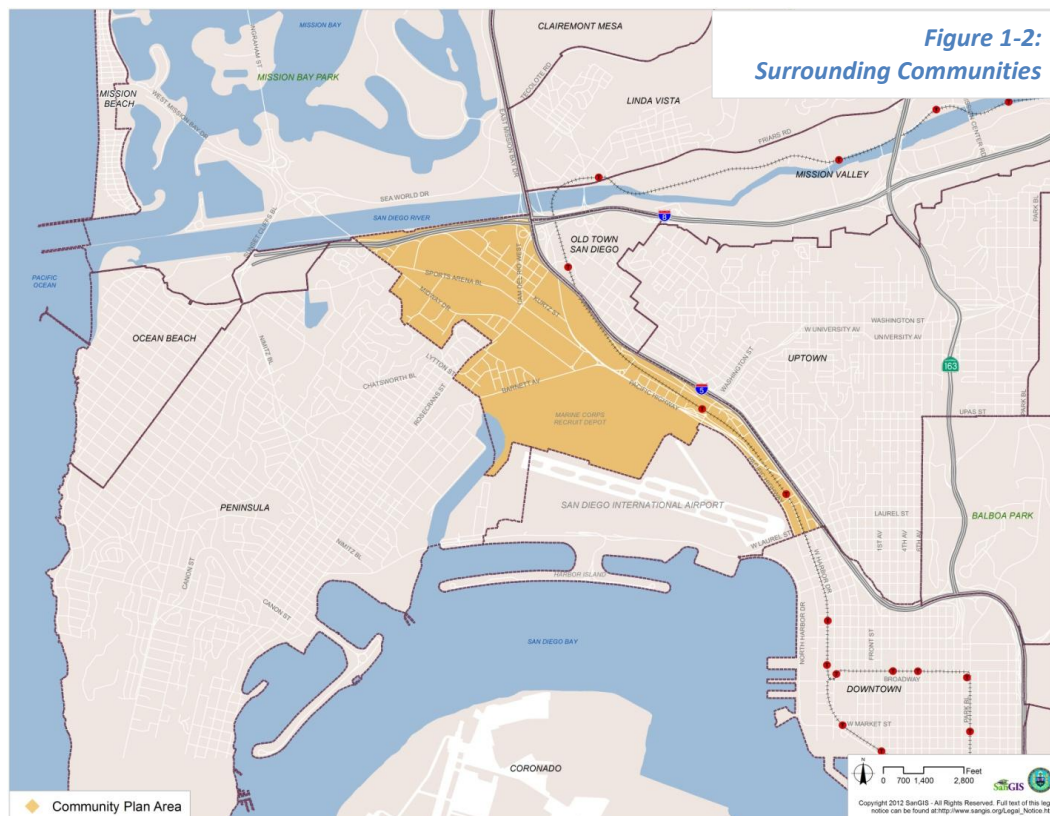
1.2 SETTING

The Midway - Pacific Highway is an urbanized community that encompasses over 1,313 acres situated north of Downtown, as shown in Figure 1-1 and Figure 1-2. The community is comprised of three areas: relatively flat Midway area, the linear shaped Pacific Highway corridor, and Marine Corps Recruit Depot.



The Midway area and Pacific Highway corridor encompasses 919 acres and the Marine Corps Recruit Depot covers 394 acres. The community's land use pattern reflects the industrial orientation during rise of the aviation industry. Midway District contains older grid pattern from the adjacent Old Town that was bisected with the construction of I-5. The grid pattern was also further bisected by Camino Del Rio West as a connection between Rosecrans Avenue and the I-5/I-8 interchange. The super blocks, which impede pedestrian and vehicular, contain larger auto oriented commercial uses and the San Diego Sports Arena.

The small lots along the older gridded areas in the Pacific Highway Corridor District have urban industrial and commercial uses. Pacific Highway Corridor contains older grid patterns from the adjacent Middletown neighborhood in the Uptown Community, since the area was bisected with the construction of I-5. This collection of different scales of uses, coupled with previous relaxed urban design requirements has negatively affected the Community's identity and character.



1.3 PRIOR COMMUNITY PLANS

The Midway Community Plan was first adopted in 1970. The 1991 Community Plan update incorporated the Pacific Highway Corridor and removed the West Point Loma Boulevard area. The dominance of auto-oriented land uses, higher traffic volumes, lack of pedestrian-friendly streets, and parks have been impediments for new residential uses. While older retail centers have made aesthetic improvements, the predominant auto-oriented urban form has remained. In 1999, to attract new development, the Community Plan incorporated the Bay-to-Bay Canal concept that included residential, retail, and employment uses and recreational amenities along the proposed canal. While later studies determined that the canal concept was infeasible, the Community Plan has incorporated the concept of bicycle and pedestrian connection between Mission Bay, the San Diego River the San Diego Bay and Old Town San Diego, as addressed in the Mobility, Recreation and Urban Design Elements.

1.4 PURPOSE

The Community Plan services several purposes:

- Establishes a vision with policies to guide the future growth and development within Midway - Pacific Highway, consistent with the General Plan;
- Provides strategies and implementing actions to accomplish the vision;
- Provides guidance to design and evaluate development proposals and improvement projects;
- Provides the basis for implementation including zoning, development regulations, and a public facilities financing plan.

1.5 PLAN ORGANIZATION

The Community Plan is organized into nine Community Plan Elements and includes an introduction and implementation chapters. Each element contains an introduction section at the beginning that describes its contents and relationship to the Community Plan. Many of the elements are divided into sections that discuss specific topics. Each element contains one or more goals that express a broad intent. Most of the elements contain policies that reflect the specific direction, practice, guidance, or directives that may need to be developed further and/or carried out through implementing plans by the City, or another governmental agency. A few elements do not have community specific policies since the General Plan policies provide a sufficient level of detail.

1.6 LEGISLATIVE FRAMEWORK

Relationship to the General Plan

The General Plan provides a policy framework for how the City will grow and develop. The Midway - Pacific Highway Community Plan further expresses General Plan policies in Midway - Pacific Highway with policies that complement the citywide goals and policies, and address community needs. General Plan policies are referenced within the Community Plan to emphasize their significance in the community, but all applicable General Plan policies may be cited in conjunction with the Community Plan. The Community Plan is consistent with the General Plan, and the two documents work together to establish the framework for growth and development in Midway - Pacific Highway. Periodic comprehensive reviews of the General Plan may affect the Midway - Pacific Highway Community Plan and Local Coastal Program to maintain General Plan consistency.

Relationship to the Municipal Code

The Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics. With the exception of projects on property owned by other government agencies, all development in Midway - Pacific Highway must comply with the Municipal Code.

Relationship to Other Government Agencies

Government owned property not including streets and freeways comprises 281 acres, including the City of San Diego owned property, which comprises 88 acres or 31 percent of the land area contained within the Community Planning area. The City does not have land use authority over property within the jurisdiction/ownership of other government agencies as addressed in Box 1-1.

California Coastal Resources

A portion of the Pacific Highway Corridor is in the Local Coastal Zone and subject to the California Coastal Act which is implemented by the Midway - Pacific Highway Local Coastal Program and zoning regulations. The Local Coastal Zone area is shown on Figure 1-3. The Land Use Element contains policies to protect and enhance coastal resources and addresses structures and uses within the Local Coastal Zone. The portion of the Local Coastal Zone area is within San Diego Unified Port District's land use jurisdiction as addressed in the Port Master Plan. The State allows the San Diego Unified Port District to lease Port Tidelands for industrial, commercial, and visitor related uses.

Box 1-1: Government Jurisdictions

Federal Government.

The federal government owns the Postal Service's Midway Post Office on Midway Drive, the Gateway Village Military Family Housing Complex on Barnett Avenue, the Navy's Space and Naval Warfare Systems Command on Pacific Highway, Navy's Regional Plant Equipment Office on Sports Arena Boulevard, and the Marine Corp's Recruit Depot on Barnett Avenue.

State of California.

The State owns Old Town San Diego State Historic Park – Transit Center parking lot within the Community which also includes State Parks Department's San Diego Coast District office on Pacific Highway.

San Diego Unified Port District.

The Port District owns property along Pacific Highway, from Laurel Street to Sassafras Street is subject to the San Diego Unified Port District Act and the Port District Master Plan. The Port's headquarters building is on Pacific Highway.

San Diego Regional Airport Authority.

The San Diego International Airport is adjacent to the Community Plan area along Pacific Highway. While it is within the property owned by the San Diego Unified Port District, it is under the land use jurisdiction of the Airport Authority.

County of San Diego.

The County owns Health Services Complex and Psychiatric Hospital on Rosecrans Street.

San Diego Unified School District.

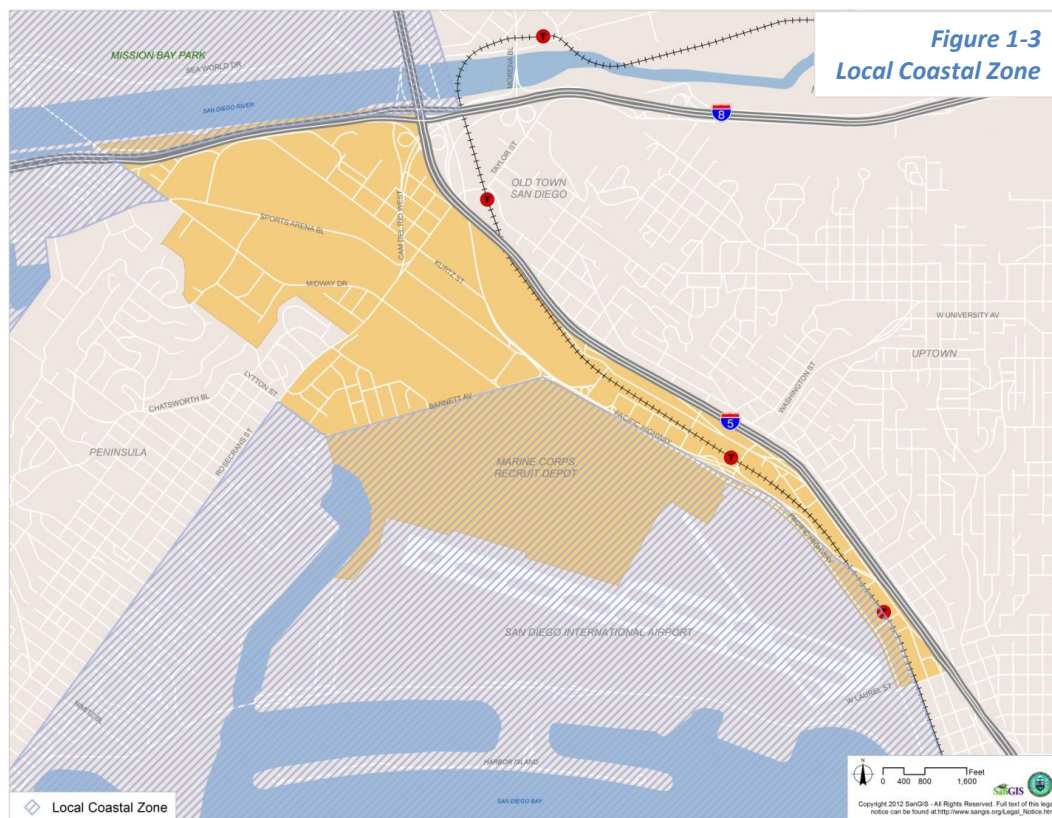
The School District owns George Dewey Elementary School on Rosecrans Street.

San Diego Community College District.

The Community College District owns the West City Continuing Education Center on Kenyon Street.

Metropolitan Transit System.

Metropolitan Transit System owns the rail corridor.



1.7 PLANNING PROCESS

The Midway - Pacific Highway Community Plan Update Advisory Committee, comprised of the Community Planning Group with additional stakeholders, convened a series of public meetings to identify issues and land use concepts. Public input was obtained through workshops where residents, property owners, business owners and operators, advocacy groups, and stakeholders, weighed in on issues and provided recommendations.

1.8 ENVIRONMENTAL REVIEW

The Midway - Pacific Highway Community Plan and Local Coastal Program Environmental Impact Report (PEIR) provides a programmatic assessment of potential impacts that could occur with the implementation of the Community Plan in accordance with the California Environmental Quality Act (CEQA). The City will determine whether potential impacts of proposed development or improvement projects were anticipated in the Community Plan PEIR analysis or the project will require additional environmental review. Projects consistent with the Community Plan PEIR may not need further environmental review.

The Federal Government conducts environmental review in accordance with National Environmental Policy Act (NEPA) for projects on Federal Government owned property. The State, County, Port District, School District, and Community College District conduct CEQA analysis for projects on their property.

CHAPTER TWO

2 Land Use Element

The Community Plan envisions a mix of uses in an array of unique Districts and Villages, connected through a system pedestrian and bicycle oriented Boulevards and Green Streets that link to Mission Bay, the San Diego River, and the San Diego Bay. To achieve this vision, the Land Use Element seeks to ensure future development that enhances community character and livability. The General Plan land uses are tailored to the Midway - Pacific Highway community, and provide refined residential densities

The Land Use Element provides specific policies and recommendations for each of the districts and villages including Coastal Zone related policies. Districts and Villages sized for walking will support overall community legibility and complexity given the community's geographic size. The Marine Corps Recruit Depot is included in the Community Plan to identify and maintain its land use importance as a military training facility for national defense.

2.1 EXISTING LAND USE

Midway - Pacific Highway contains a variety of functions reflected in the area's land uses, as shown in Table 2-1.

Commercial

Commercial uses located within Midway - Pacific Highway serve residential customers within the community and adjacent communities, and also provide goods and services to other business and industries within the City. Commercial activities occupy 400 acres of land of which Sports Arena accounts for 33 acres. Retail is the largest commercial use in the community and provides groceries, consumer wares, and services within approximately 2.62 million square feet of building floor space. Many of the community commercial uses are automobile-oriented due to the availability of larger parcels and nearby freeway access. Office uses in the community primarily consist of multi-tenant and medical offices and occupy 1.02 million square feet of office space. With its proximity to the San Diego International Airport, military installations, beaches, and many of San Diego attractions, including Sea World and Old Town San Diego, the community provides a total of 1,082 hotels rooms for visitors.

Industrial

Industrial-related businesses provide a wide variety of repair, processing, and logistic services to other businesses within the City with 2.1 million square feet of industrial space. The smaller parcels in the Pacific Highway Corridor and Camino Del Rio District allow for small and medium-size businesses to be located in a central

Table 2-1: Existing Land Use Distribution (2012)

Existing Use	Acreage
Commercial	400
Industrial	100
Residential	82
Institutional	73
Military	440
Vacant Land	7
Transportation	311
Total	1,313

location in the City. Storage and warehouse uses occupy the larger parcels in the Kurtz District.

Residential

The community contains 2,076 housing units of which 2,064 are multifamily and 12 are single-family. Residential construction has been the leading area of growth in recent years, with 244 housing units added since 2005. A significant portion of existing residents are military families that live in the 464 unit Gateway Village on Barnett Avenue. The Orchard Apartments, built on City owned land, has 563 affordable housing units for older adults.

Institutional

Public and private institutional uses provide a variety of services within the community, as addressed in the Public Services and Safety Element. Non-military institutional uses, including utility substations, government offices and facilities, and education, occupy 73 acres.

Military

Military installations represent the largest land use, which include the U.S. Marine Corps Recruit Depot and U.S. Navy Space and Naval Warfare Systems.

Vacant

Approximately, seven acres of land is vacant.

Transportation

Transportation includes streets, freeways, and rail rights-of-way.

2.2 PLANNED LAND USE

The Community Plan envisions maintaining aspects of the community's physical structure, while modifying others. The superblocks will have a greater mix of uses, and most importantly will be framed with new streets, creating distinct mixed-use or multiple use districts and villages that provide vitality and enhance the community's character. The intent is to create a pedestrian scale by transforming the superblocks into smaller and mid-sized blocks and connecting them to the existing street system. The Community Plan respects the economic viability of businesses in Midway - Pacific Highway and supports defining community character by fostering employment, commercial and residential areas.

The Community Plan supports an increase in building intensity that makes an efficient use of land. Surface parking lots or very low intensity uses can provide development opportunities in addition to the limited amount of vacant land. The Coastal Height overlay zone limits new buildings to a 30-foot height to protect coast views. Proposed developments that exceed 30-foot height limit will require a Citywide vote of the people.

Residential

The Residential land use designation provides for multi-family housing units from a low to very-high-density range. The Community Plan focuses on the development of districts and villages, with residential uses connected to employment, parks, regional open space and recreational areas. New residential uses can enhance the character of the community, and support future employment development, existing commercial uses, and investment into the transit system. The community has the opportunity for residential development on the larger parcels as part of mixed-use or multiple-use developments, and on smaller infill locations that have a commercial or business park land use designation that allows residential uses with adequate separation from any existing adult entertainment businesses. Live/work and shopkeeper quarters also provide opportunities for small business owners and artists to live and work in the same location, in certain commercial areas.

Community Commercial

The Community Commercial land use designation provides for a variety of commercial uses, such as retail, office, and hotel. It provides shopping and services to residents and employees in the community and adjacent communities. Residential is allowed at specified locations to allow for mixed-use developments. The Community Plan envisions that the residential integrated with retail, office, visitor, entertainment, and public uses will help to support the creation of vibrant mixed-use activity nodes to help enhance the community character and livability. Mixed- or multiple-use development with pedestrian-friendly commercial will provide an opportunity for residents and employees to eat and shop without having to drive.

The Community Plan envisions that existing commercial centers will be retrofitted for pedestrians, while still providing parking for vehicles. The public realm can be incorporated into a center by creating public or privately maintained main streets with retail uses fronting sidewalks.

Neighborhood Commercial

The Neighborhood Commercial land use designation provides for a variety of convenient commercial uses such as, retail shops, markets, and professional office to nearby residents and employees. Residential is allowed at specified locations to allow for mixed-use developments to support the creation of mixed-use pedestrian-scale nodes to help enhance the character and livability of a district.

Heavy Commercial

The Community Plan Heavy Commercial land use designation provides for retail sales, commercial services, office uses, wholesale, distribution, storage, and vehicular sales and service uses. Residential uses are not allowed within the Heavy Commercial land use designation.

Mixed Commercial/Residential

The Mixed Commercial/Residential land use designation provides an opportunity for standalone office, visitor-serving commercial, residential uses, or mixed-use development at smaller infill locations. Residential-only uses will be implemented through supplemental development regulations of a Community Plan Implementation Overlay Zone.

Business Park

The Business Park land use designation provides for employment uses such as business/professional office, research and development, and visitor accommodations, with limited commercial service, warehouse, and retail uses. Residential is allowed at specified locations to allow for mixed-use or multiple-use development that focuses on employment at specified locations. Residential uses can help create unique urban housing opportunities to support office, urban business, and high-tech research and development employment uses that require larger floor plates. To ensure employment is the primary use, residential uses cannot exceed more than 50 percent of the total area designated as Business Park – Residential.

Urban Industrial

The Urban Industrial land use designation provides for small and medium-size industrial and business activities within urbanized areas to support economic vitality. Retail is limited to the sale of goods manufactured or produced by the primary industrial use.

Park

The Park land use designation provides for a range of neighborhood parks and population-based park equivalencies with passive and/or active recreational uses. The community has the opportunity for parks at superblocks as part of mixed-use or multiple-use developments and smaller infill locations. Refer to the Recreation Element.

Military

The Community Plan identifies the importance the U.S. Marine Recruit Depot and the U.S. Navy Space and Naval Warfare Systems (SPAWAR) complex. The U.S. Marine Recruit Depot provides training areas and facilities and the U.S. Navy SPAWAR complex contains research facilities. Both military installations are vital for national defense and the local economy.

Institutional

The Institutional land use designation provides for public or semi-public facilities that provide services to the community and/or City. Refer to the Public Facilities, Services, and Safety Element.

Rail Transportation

Rail Transportation land uses are related to Trolley, and passenger and freight rail operations. Refer to the Mobility Element.

Box 2-1: Planned Land Use**Land Use Matrix (Figure 2-1)**

The land use matrix summarizes the planned land uses, by type, and delineates the allowable building intensities (floor area ratio or FAR) for non-residential uses, and dwelling-units-per-acre for residential uses.

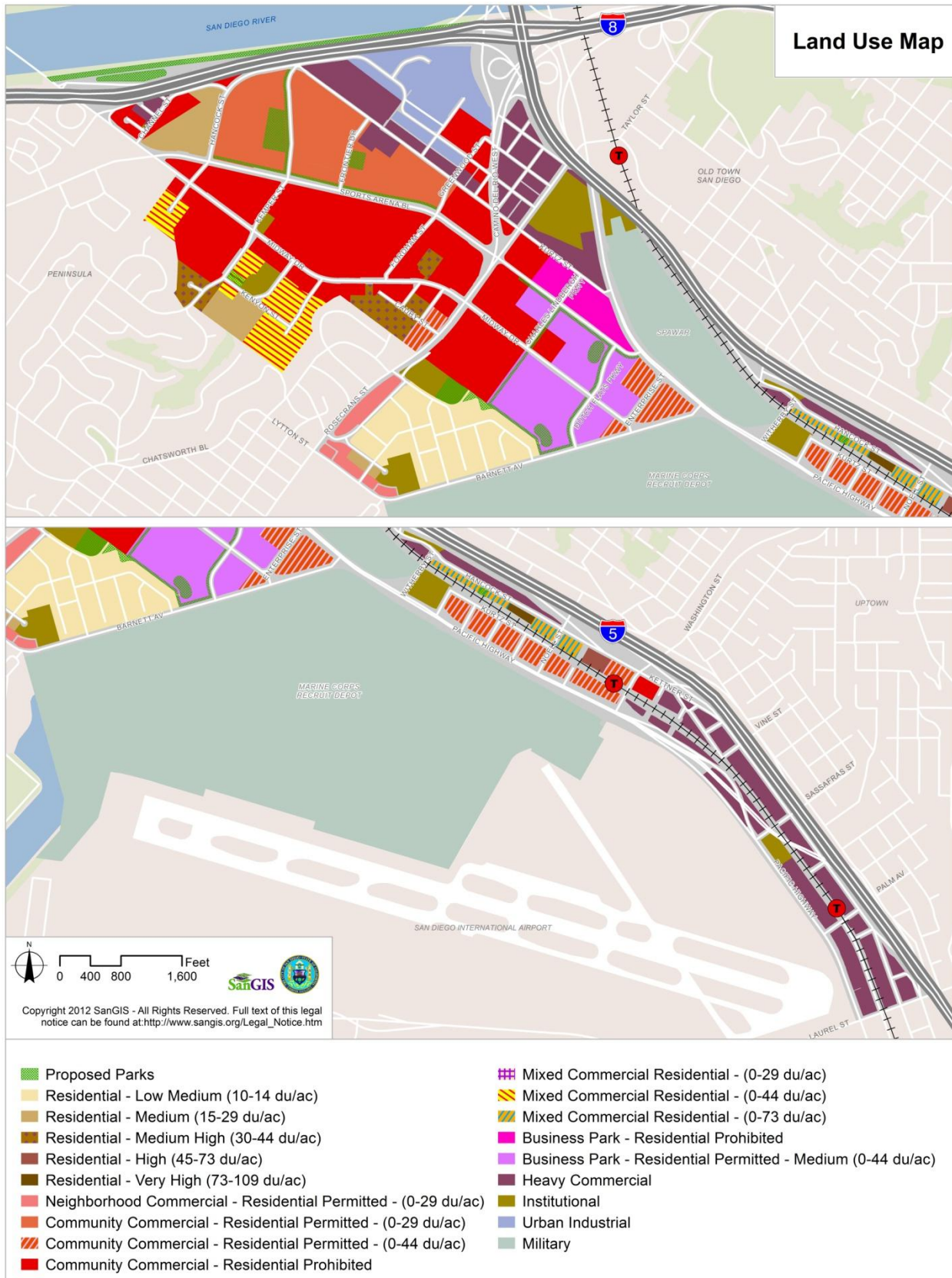
Land Use Map (Figure 2-2)

The Land Use Map designates the location, distribution, and extent of these land uses. Land use designations—shown as color/graphic patterns on the map allow for a range of uses within each.

The Land Use Map is a visual representation of policies contained in the Community Plan and the General Plan. The text and figures of the Community Plan and General Plan are equally important to communicate the intent of Community Plan and General Plan policies. The Municipal Code implements the Community Plan policies through zoning and development regulations and controls pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics. The Urban Design Element in the Community Plan and General Plan provide building and site design policies.

Figure 2-1: Land Use Densities and Intensities

General Plan	Community Plan	Density Range	Floor Area Ratio
Park, Open Space, and Recreation	Parks	None	Not Applicable
Residential	Residential - Low Med	10-15	0.75
	Residential - Medium	16-29	1.50
	Residential – Medium High	30-44	1.80
	Residential - High	45-73	2.70
	Residential – Very High	74-109	3.60
Commercial Employment, Retail, and Services	Neighborhood Commercial – Residential Allowed	0-29	1.75 ²
	Community Commercial – Residential Prohibited	None	1.0
	Community Commercial – Residential Allowed	0-29	1.5 ²
	Community Commercial – Residential Allowed	0-44	4.0 ²
	Heavy Commercial	None	1.0
Institutional	School / Institutional	None	Varies
	Military	Not Applicable	Not Applicable
Multiple Use	Mixed Commercial - Residential - Medium High	0-44	2.5 ¹
	Mixed Commercial - Residential - High	0-73	2.5 ¹
Industrial	Business Park – Residential Allowed	0-44	3.0 ²
	Business Park	None	2.0
	Urban Industrial	Live/Work	2.0
1. For commercial and residential/commercial mixed-use. 2. Includes residential/commercial mixed-use FAR bonus.			



2.3 DISTRICTS AND VILLAGES

The Community Plan envisions Midway - Pacific Highway as a multiple use sub-regional center, with strong employment and residential components. Midway – Pacific Highway is composed of Districts and Villages that reflect variations in function, uses, and location as shown on Figure 2-3. The need for a community with distinct places is reinforced by its relatively large size. The Community Plan includes the Marine Corps Recruit Depot to identify its importance as a military training facility for national defense. Each District and Village section provides a vision and policies to guide improvements and development.

The Community Plan identifies mixed- and multiple-use areas for employment, commercial, and residential uses in proximity to transit and public and recreational uses. The Village areas provide a direction supporting the “City of Villages” General Plan concept. The village areas have various Community Plan land use designations to promote a mix of uses. Districts and Villages on will have varying mixes of employment, residential, retail, cultural, visitor-serving, recreational, and public space components.



The Midway – Pacific Highway Community has established uses not expected to change during the 30-year planning horizon of the Community Plan. However, areas of community have the potential to undergo transformation from smaller infill development to larger scale development. The extent of potential change provides an

opportunity to create cohesive new mixed- and multiple-use villages and commercial nodes that can include different types of parks, recreational facilities, public space, and amenities to support livability and enhance community identity.

The Districts and Villages will be connected to each other and Mission Bay, the San Diego River, and San Diego Bay by streets with Boulevards and Green Street design typology to enhance pedestrian and bicyclists environment as discussed in the Mobility and Urban Design Elements. The land use and design of buildings will focus on enhancing the public realm as highlighted in the Urban Design Element. The superblocks provide a unique siting opportunity for new urban and linear parks and public spaces as addressed in the Recreation Element.

2.4 SPORTS ARENA COMMUNITY VILLAGE

The City acquired portions of the former Frontier Housing within the Community Village from the Federal Government and developed the Sports Arena for sporting and entertainment events. The arena parking lot is home to the City's largest outdoor swap meet market which is an important economic and social activity for the community. The remainder of the City owned property is leased for commercial uses. Although existing leases are expected to continue, some portions of the 67-acre City owned property will become available for new development during the Community Plan horizon.

Vision

The Community Plan envisions the Sports Arena Community Village as a vibrant as a pedestrian and transit-oriented entertainment district with a combination of horizontal and vertical mixed-use or multiple-use as shown in Figure 2-4. Office, retail, recreational, and public and park space will be integrated with new or existing Sports Arena building with the potential for shared structured parking. Residential uses can create a sense of livability vitality during non-work hours with commercial and entertainment being the primary uses. A defined roadway, pedestrian, and bicycle network will break up the superblock pattern and create a pedestrian scale for new development while improving public north/south vehicular and bicycle access. The Village will serve as both as a Community and Citywide urban amenity and attraction.

Buildings will form edges on a network of new streets, paths, public and recreational spaces. A main street with pedestrian-oriented retail uses will provide neighborhood commercial area for shopping, dining and gathering to provide a connection to the Sports Arena, office, residential, and public parking areas. A rapid bus station will be integrated for employees, residents, and visitors. Paths will connect to adjacent properties. Sports Arena Boulevard will define the gateway to the Village with a pedestrian promenade and linear park.

A public space will function as centerpiece for the Village by providing active and passive recreation opportunities to serve residents, employees, and visitors such as a plaza or urban green. The public space will be a node in the community's green street network to connect. Buildings will form edges on the public and park space to provide active uses on the interface of the public realm. The Village will have space for an outdoor market that can be used a public space when not operating as an open-air market. The proximity of the San Diego River Park provides an opportunity to establish a linear park with a pedestrian and bicycle connection over or under I-8 to connect the Village to the San Diego River Park.

A master plan for the future development of the City owned property will allow for a comprehensive and innovative approach

that will identify a land uses mix, site plan, park and recreational facilities for residential uses, and a phasing and implementation program. It will need to consider the continued operation and potential redevelopment of properties with long-term leases. The master plan will be processed as planned development permit if it is consistent the goals and policies of the General Plan and Community Plan. Approximately, 3 acres of the Sports Arena Community Village is privately owned and can have additional development outside of a master plan process.



Policies

- 2.4.1 Prepare a master plan to comprehensively guide the transformation of the City owned property within Sports Arena Community Village to identify a land uses mix, site plan, facilities, and a phasing and implementation program.
- 2.4.2 Encourage the integration of residential with a mix of types and densities that will not exceed 500 total housing units.
- 2.4.3 Maintains public view corridors to the Coastal Zone area that includes the San Diego River and Mission Bay.
- 2.4.4 Establish a pedestrian-oriented main street with neighborhood commercial uses with a plaza to provide focus to the village.
- 2.4.5 Establish an open-air outdoor market that can also be used a public space to promote the public realm when not operating as a market.
- 2.4.6 Provide a mix of park and recreational facilities to promote the public realm which can include plaza, urban green, and linear park that include the park and recreational amenities addressed in the Recreation Element.

- 2.4.7 Create a pedestrian promenade to enhance the public realm along existing or new streets or within the village to serve a pedestrian and bicycle connection for the Bay-to-Bay Link.
- 2.4.8 Consider comprehensive development plans for the Sports Arena Community Village that exceed the 30-foot height limit subject to a citywide vote of the people that meet and/or exceed vision, goals, and policies within the General Plan and Community Plan.
 - a. Provide Citywide commercial and entertainment designation.
 - b. Limit commercial and residential buildings to 60-foot height limit along Sports Arena Boulevard and gradually decrease building heights to 45 feet along Kurtz Street.

Box 2-2: Dutch Flats Urban Village Master Plan Development Criteria

Dutch Flats - Business Park Residential

- **Approval Type:** All development proposals shall obtain a plan development permit or master plan development permit.
- **Employment Related Uses:** The maximum amount of total gross floor area shall not exceed the following for office and/or research and development uses:
 - Development Area 1: 300,000 Square Feet
 - Development Area 2: 250,000 Square Feet
- **Neighborhood Commercial Uses:** The maximum amount of total gross floor area shall not exceed the following:
 - Development Area 1: 30,000 Square Feet
 - Development Area 2: 25,000 Square Feet
- **Residential Uses:** Development proposals with residential uses shall be developed in accordance with the RM-3-7 Zone.
 - The maximum amount of residential units shall not exceed the following:
 - Development Area 1: 600 Dwelling Units
 - Development Area 2: 500 Dwelling Units
 - The residential use shall not exceed a ratio of 1 unit per 500 Square Feet (gross floor area) of employee related uses (office and/or research and development uses) to maintain a proportional balance up to the maximum amount of residential units.

2.5 DUTCH FLATS URBAN VILLAGE

Dutch Flats Urban Village includes the U.S. Postal Service's Midway Post Office, and the U.S. Navy's Regional Plant Equipment Office. Existing retail uses mostly along Midway Drive.

Vision

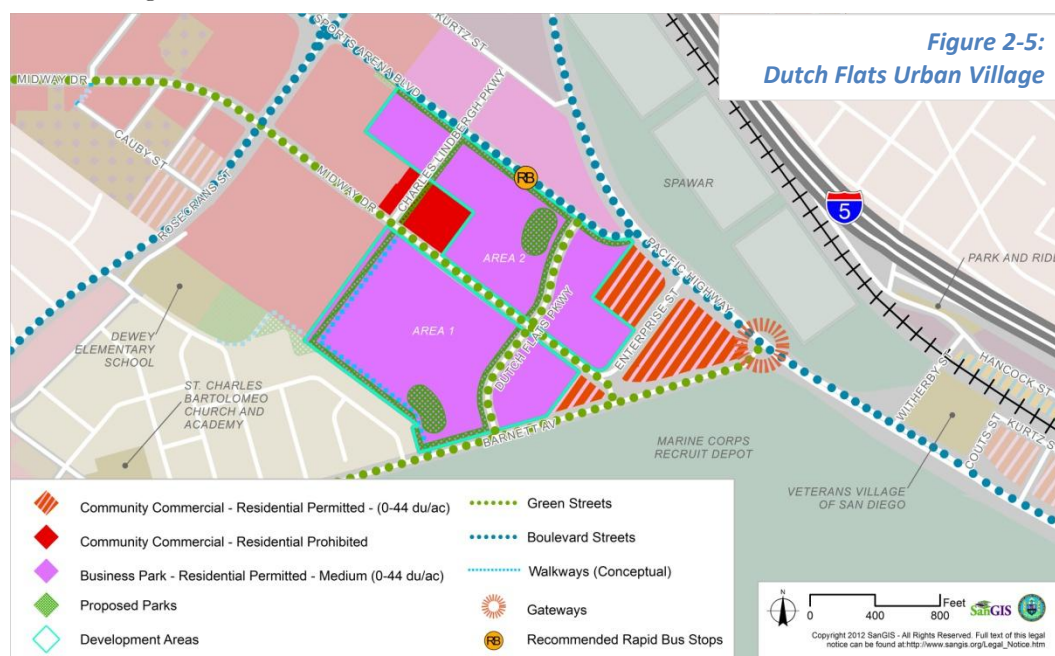
The Community Plan envisions Dutch Flats Urban Village as a business park oriented urban campus with office space to support and complement SPAWAR, research and development, and other base sector employment uses rather than large-format free-standing retail commercial structures. The cohesive integration of public space, hotels, neighborhood serving retail, park, public space, and residential along public and privately maintained streets will enhance the vitality during non-work hours. Residential uses located within an employment center will foster a location for attracting research and development and defense-related businesses that work with the military. It provides the opportunity to locate office and research and development buildings with larger floor plates and flex space buildings within an urban environment near the Old Town Transit Center, Downtown, the Airport, and SPAWAR.

With the increased interest nationwide in high-tech areas within urban centers, Dutch Flats provides a unique opportunity for an attractive employment oriented urban village with a mix of small to large high-tech and defense related businesses. Residential and supporting retail uses are encouraged to create a sense of livability. The addition of residential uses can increase the attractiveness of the village as an urban employment center where employees can walk to work and commercial areas. Smaller scale neighborhood serving retail uses will essential component of the multiple-use employment focus.

Buildings will be designed to form edges on the public and park space to provide active uses on the interface of the public realm to reflect a pedestrian scale. A public space will function as centerpiece for each development area by providing active and passive recreation opportunities to serve residents, employees, and visitors such as a plaza or urban green. The public space serve as a node within the community's green street/linear park network to connect the San Diego Bay to San Diego River and Mission Bay. Paths will allow pedestrian access from employment areas to adjacent retail uses.

A network of public and privately maintained streets with pedestrian and bicycle paths to break up the superblock and create a pedestrian scale for new development and improve public north-south connections. New multimodal linkages to the Old Town Transit Center will with improved pedestrian and bicycle access to transit. The integration of a rapid bus station will support transit use by employees, residents, and visitors.

Regional Plant Equipment Office and the Midway Post Office development areas will require a master plan that are identified as potential development areas as shown on Figure 2-5 should they become available for private development. The master plan and planned development permit process will allow for a comprehensive and innovative planning approach that will identify a land uses mix, site plan, park and recreational facilities for residential uses, and a phasing program consistent with the Dutch Flats Urban Village master plan development criteria as shown in Box 2-2. The development criteria are implemented by the community plan implementation overlay zone for the Dutch Flats Urban Village as addressed in Section 2.16.



Policies

- 2.5.1 Support the continuation of the Midway Post Office and the U.S. Navy's Regional Plant Equipment Office.
- 2.5.2 Should the Midway Post Office or the Regional Plant Equipment Office close or relocate, require a master plan and planned development permit approach for developments consistent with the Dutch Flats Urban Village master plan development criteria.
- 2.5.3 Encourage the integration of residential with a mix of types and densities where the total amount of housing units does not exceed the total for each development area as specified in the with the Dutch Flats Urban Village master plan development criteria.
- 2.5.4 Encourage the adaptive reuse of the Midway Post Office to allow for residential, office, and neighborhood-serving commercial uses while still preserving the exterior form of the building if it is determined to be historic.

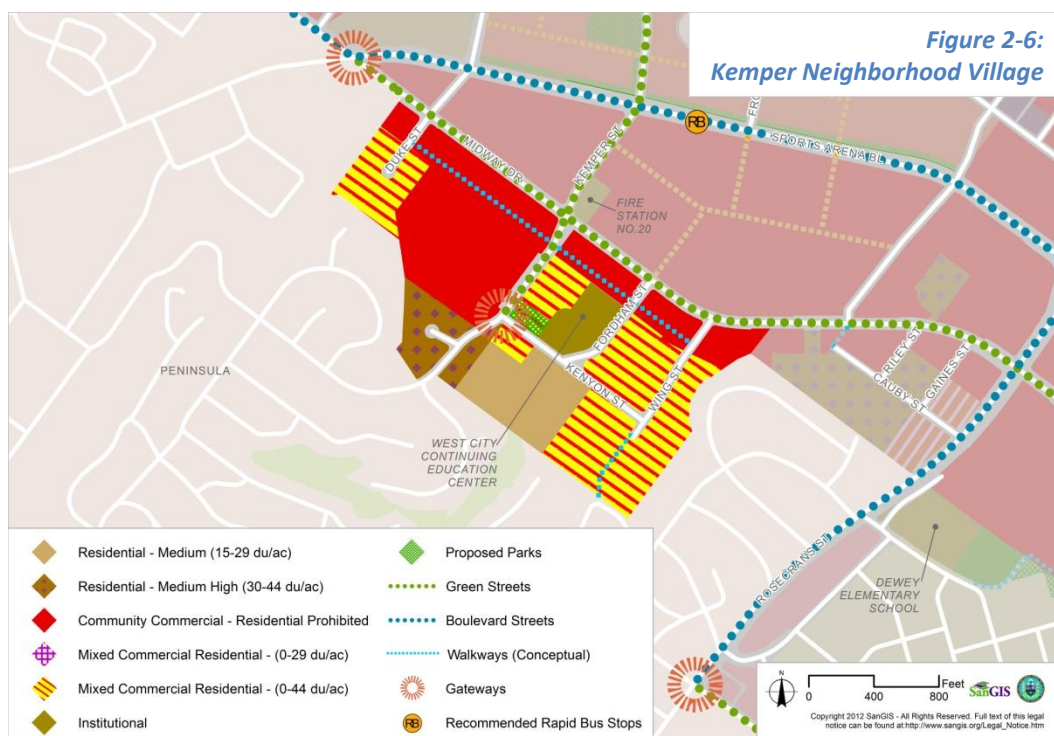
- 2.5.5 Provide a public space as focal point for the employment center for passive recreation and events, and outdoor eating including, but not limited to a plaza or urban green.
- 2.5.6 Provide a mix of park and recreational facilities to promote the public realm which can include plaza, urban green, and linear park and features addressed in the Recreation Element
- 2.5.7 Create a pedestrian promenade to enhance the public realm along existing or new streets or within the village to serve a pedestrian and bicycle connection for the Bay-to-Bay Link.
- 2.5.8 Consider comprehensive development plans for the Dutch Flats Urban Village that exceed the 30-foot height limit subject to a citywide vote of the people that meet and/or exceed the General Plan and Community Plan vision, goals, and policies.
 - a. Provide space for research and development uses.
 - b. Limit buildings to 60-foot height limit along Sports Arena Boulevard and gradually decrease building heights to 45 feet along Barnet Street.

2.6 KEMPER NEIGHBORHOOD VILLAGE

The Kemper Neighborhood Village has a mix of retail, office residential and institutional uses including Continuing Education Center. The former Cabrillo Hospital is the tallest building in the community.

Vision

The Community Plan envisions a pedestrian mixed-use village with a mix of office, visitor and retail commercial, residential, and institutional uses as shown on Figure 2-6. The Continuing Education Center will serve as the focal point of the area. A walkway from Duke Street to Wing Street will link uses with a plaza or mini park along Kenyon Street enhancing the livability of the village. The former Cabrillo Hospital provides an opportunity for reuse or redevelopment of the site into health care related uses or residential, office and/or visitor commercial uses.



Policies

- 2.6.1 Encourage the incorporation of a public space activity node for passive recreation and events, and outdoor eating such as a plaza, pocket park, or urban green as part of an office, visitor-oriented commercial, and/or residential use development of the vacant San Diego Community College District property.
- 2.6.2 Encourage the incorporation of a walkway connecting Wing Street to the Peninsula Community.

- 2.6.3 Encourage the integration of commercial uses fronting Midway Drive with the abutting uses by providing pedestrian access to a walkway connecting Wing Street to Duke Street.
- 2.6.4 Encourage future development to provide a landscaped setback along the slope that abuts single family residential uses in the Peninsula Community Plan area.
- 2.6.5 Retain the Continuing Education Center as public education use and strengthen as a focus point of the multiple and mixed-use node. Should the Continuing Education Center relocate or close, the site should be used for office use, visitor-oriented commercial, and/or residential use at a density of 30 to 44 dwelling units per net acre.
- 2.6.6 Should the Point Loma Convalescent Hospital relocate or close, the site should be used for residential use at a density of 15 to 29 dwelling units per net acre.

2.7 ROSECRANS DISTRICT

The Rosecrans District is the primary commercial district within the Community. It contains a mix of small to larger retailer, visitor commercial, office, and residential uses. The auto-oriented superblock bounded by Sports Arena Boulevard, Midway Drive, Kemper Street, and Rosecrans Street contains retail commercial uses that provide variety of goods and services for the community and adjacent communities. Midway Drive and Sports Arena Boulevard are important corridors that provide east to west access as well as providing connections to the San Diego River Park and Mission Bay Park.

Vision

The Community Plan envisions that the overall character of the Rosecrans District will be transformed into a thriving pedestrian-oriented commercial district as shown on Figure 2-7. The existing large format retail uses can be retained while still allowing the superblock to be retrofitted into to a pedestrian-oriented commercial main street with smaller retail uses. Public space can function as centerpiece such as a plaza or urban green for outdoor eating and events. New public or private streets and internal drives can frame new and existing commercial uses and provide additional north – south access between Midway Drive and Sports Arena as addressed in the Mobility Element.



Policies

- 2.7.1 Retrofit existing commercial centers as pedestrian-oriented areas that serve as focal points.
- 2.7.2 Encourage active pedestrian-oriented retail uses for shopping, dining, and gathering along Sports Arena Boulevard, Midway Drive and Rosecrans Street.
- 2.7.3 Encourage the transformation of the superblock bounded by Sports Arena Boulevard, Midway Drive, Kemper Street, and Rosecrans Street into to a pedestrian, bicycle, and transit friendly commercial area.
 - a. Provide a pedestrian-oriented design orientation that cohesively integrates a variety of active commercial uses along public streets and internal driveways.
 - c. Develop a network of public or private streets and internal driveways with pedestrian and bicycle paths to break up the superblock and create a pedestrian scale for new development.
 - d. Develop a public space that serves as a focal point for the District for passive recreation and events, and outdoor eating, such as a plaza or urban green.
- 2.7.4 Should the Fire Station No. 20 relocate to another location in the community, the site should be used for a commercial use consistent with the Community Commercial – Residential Prohibited land use designation.

2.8 CAUBY DISTRICT

The Cauby District is the primary a residential district with commercial uses on its edges.

Vision

The Community Plan envisions that the overall character of the Rosecrans District will be transformed into a pedestrian-oriented residential district as shown on Figure 2-8. Commercial uses along Midway Drive can provide pedestrian access and orientation with residential uses along Cauby Street.



Policies

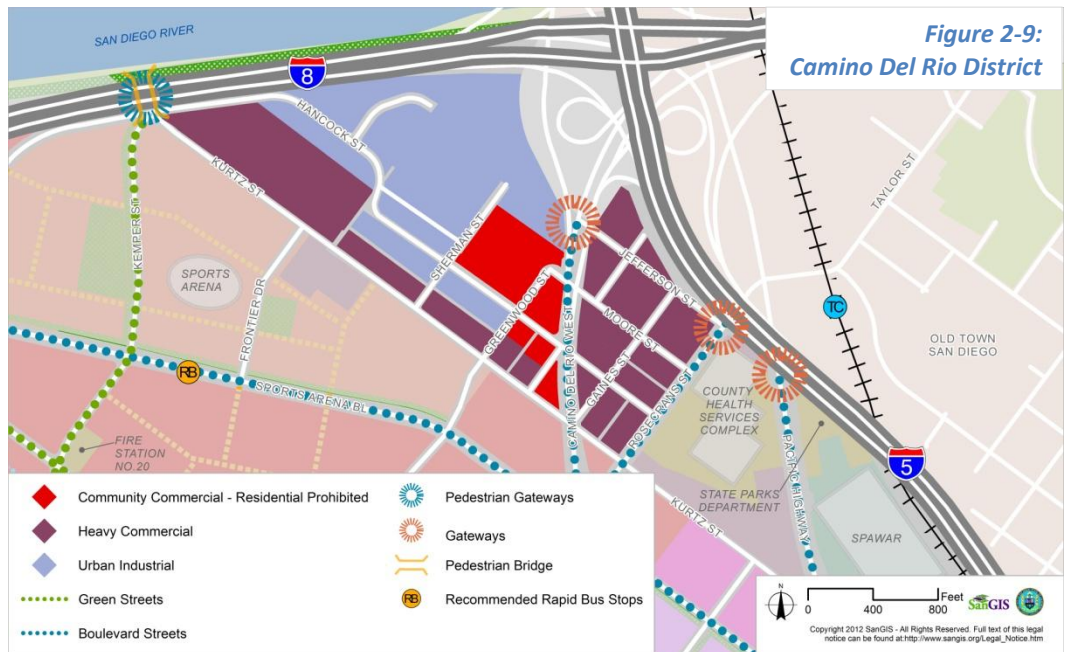
- 2.8.1 Encourage distinct and varying building facades with a pedestrian scale with a landscaped setback along neighborhood streets along Cauby Street.
- 2.8.2 Support the use of excess right-of-way at Riley Street and Midway Drive to create
- 2.8.3 Encourage walkway from the end of Cauby Street to Midway Drive.
- 2.8.4 Encourage the integration commercial uses fronting Midway Drive with the abutting uses by providing pedestrian access.
- 2.8.5 Encourage future development to provide a landscaped setback that abuts single family residential uses in the Peninsula Community Plan area.

2.9 CAMINO DEL RIO DISTRICT

The Camino Del Rio District consists of a mix of urban industrial, warehouse, storage, and repair uses, and retail uses. The District is characterized by small blocks with a traditional grid pattern reminiscent of its former connection to Old Town. The majority of the parcels are small which provide opportunities for smaller light industrial and business uses. The western section of the District is the heart of the urban industrial portion of the community. The eastern section of the District between Camino Del Rio West and Rosecrans Street contains a mix of visitor-oriented commercial, retail, and heavy commercial uses.

Vision

The community plan envisions that the overall character of Camino Del Rio West and Rosecrans Street will be transformed into major gateways into the community with enhanced streetscapes to provide a sense of arrival as shown on Figure 2-9. The western portion of the District will continue to be oriented to urban industrial uses which provide opportunities for small and mid-size industrial businesses. Retail and visitor commercial uses will continue along Camino Del Rio West and Rosecrans Street. The eastern portion of the District will continue to be oriented to office and heavy commercial uses.



Policies

- 2.9.1 Maintain the western portion of the Camino Del Rio District for urban industrial businesses by restricting conversions of industrial buildings for retail uses or multi-tenant office uses in areas with the urban industrial land use designation.

- 2.9.2 Support the development of the Kurtz Street and the eastern portion of the Camino Del Rio District for a mix of heavy commercial, office, and business uses.
- 2.9.3 Support the development of retail, office, and visitor oriented commercial uses along Camino Del Rio West and Rosecrans Street that enhance the community's identity and serve as community gateways.
- 2.9.4 Encourage building design and streetscape treatment along Camino Del Rio West and Rosecrans Street that enhance the community's identity and serve as community gateways.

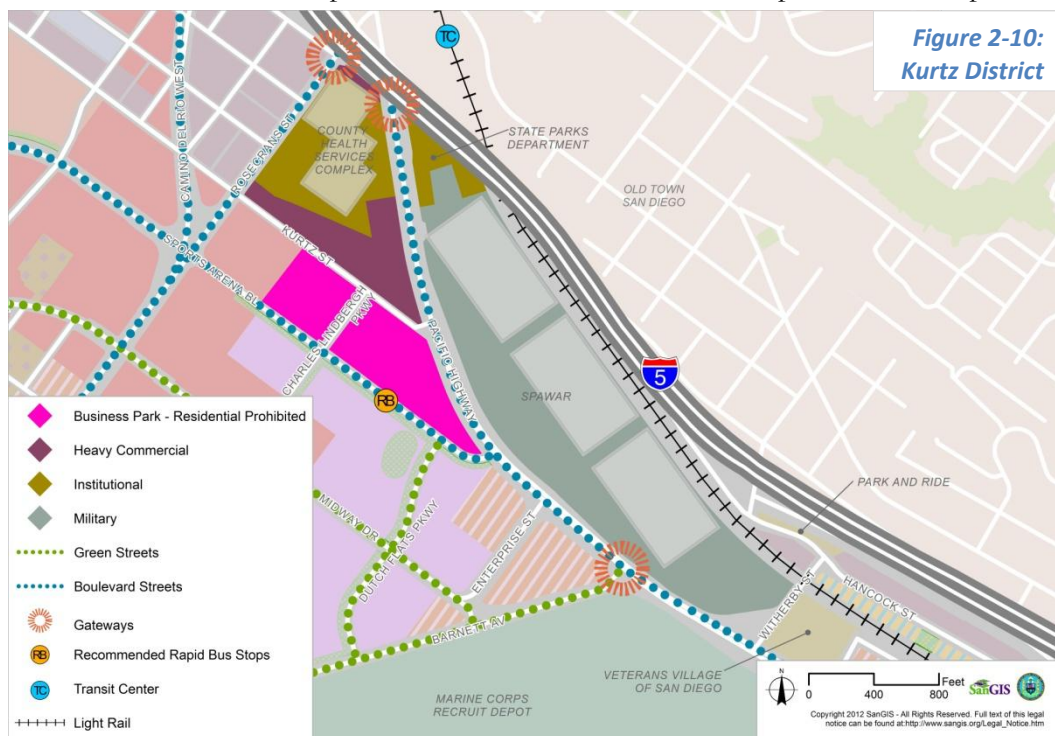
2.10 KURTZ DISTRICT

The Kurtz District includes the Navy's Space and Naval Warfare Systems Command (SPAWAR) and the County Public Health Complex on Rosecrans Street. The area along Kurtz Street and Pacific Highway contains a mix of light industrial uses.

Vision

The Community Plan envisions Kurtz District as an employment oriented area with office space to support and complement SPAWAR, research and development, and other types of base sector employment uses as shown on Figure 2-10. SPAWAR buildings were built during WWII and will need to be replaced with modern buildings which will provide an opportunity for the U.S. Navy to design a new campus that could serve as the focal point of the District.

Due to the multiple ownerships within the business park designated area, a comprehensive approach is encouraged to support the development of a office research and development business park.



Policies

- 2.10.1 Reinforce the Kurtz District as a base sector employment center with single and multi-tenant office and research and development uses.
- 2.10.2 Maintain the presence of the Space and Naval Warfare Systems Command as the US Navy's premier research and development facility.

- a. Should the U.S. Navy replace the existing SPAWAR building, support and encourage the U.S. Navy to consult the Community Plan's vision and policies for urban design and mobility guidance where possible without compromising security.
 - b. Consult and coordinate with the U.S. Navy regarding any proposed development projects or public improvements adjacent to the SPAWAR installation.
 - c. Work with the U.S. Navy to improve the streetscape and pedestrian and bicycle environment along Pacific Highway fronting SPAWAR installation without compromising security.
- 2.10.3 Should the County Health Services Complex relocate, the site should be developed with research and development/office uses.

2.11 LYTTON DISTRICT

The Lytton District provides a transition between the larger parcels and uses in Dutch Urban Village and the residential areas in the adjacent Peninsula community. The District contains smaller grain neighborhood commercial uses and residential uses. The Loma Theater is an important icon for the community. The community's only schools for children, Dewey Elementary School and St. Borromeo Academy, are located within the District. Gateway Village provides housing for military families.

Vision

The community plan envisions the Lytton District as a residential oriented district with neighborhood serving commercial uses as shown in Figure 2-11. The addition of residential mixed-use along Lytton Street and Rosecrans Street will reinforce the neighborhood commercial uses. The character and qualities of the commercial buildings will be maintained to increase the neighborhood vitality. A pivotal component of the Community Plan guiding principles is enhanced pedestrian and bicycle linkages to NTC Park at Liberty Station and the San Diego Bay via Lytton Street and Barnnet Avenue.



Policies

- 2.11.1 Allow mixed-use neighborhood commercial uses along Rosecrans Street and residential along Rosecrans Place as part of single or multiple building developments.
- 2.11.2 Support the adaptive reuse of the Loma Theater to allow for residential and neighborhood-serving commercial uses while still preserving the exterior form of the building.

- 2.11.3 Encourage distinct and varying building facades with a pedestrian scale with a landscaped setback along Cadiz Street.
- 2.11.4 Allow mixed-use neighborhood commercial with residential uses along Lytton Street and residential along Cadiz Street as part of single or multiple building developments that are proposing to consolidate properties between Lytton Street and Cadiz Street.
- 2.11.5 Develop and support pedestrian and bicycle connections between Liberty Station and the Dutch Flats Urban Village.
- 2.11.6 Should the Dewey Elementary School relocate, this site should be considered for use as a public space, park, or recreational facility. If development of a public space, park and/or recreational use is infeasible, the site should include recreational space open to the public with residential uses at a density of 15 to 29 dwelling units.
- 2.11.7 Should the St. Charles Borromeo Church, Convent, and Academy relocate, this site should be used for residential use at a density of 15 to 29 dwelling units per net acre.

2.12 CHANNEL DISTRICT

The Channel District contains a mix of retail, hotel, office, residential, and institutional uses. The Orchard Apartments on City owned land provides affordable senior housing. La Salle Street has a few remaining residential uses and a mix of commercial uses established in converted single-family homes or in commercial buildings on smaller lots.

Vision

The community plan envisions the Channel District as a residential oriented area with visitor and office commercial uses as shown in Figure 2-12. Enhancing the public realm along Sports Arena Boulevard will support the character and qualities of the commercial buildings as a major community gateway. A pivotal component of the Community Plan guiding principles is enhanced pedestrian and bicycle linkages to the San Diego River Park and Mission Bay Park via Sports Arena Boulevard.



Policies

- 2.12.1 Maintain the City owned land within the Channel District with existing residential for affordable housing.
- 2.12.2 Encourage building design and streetscape treatment along Sports Arena Boulevard to enhance the pedestrian environment and community identity as gateway from Mission Bay Park and San Diego River into the community.

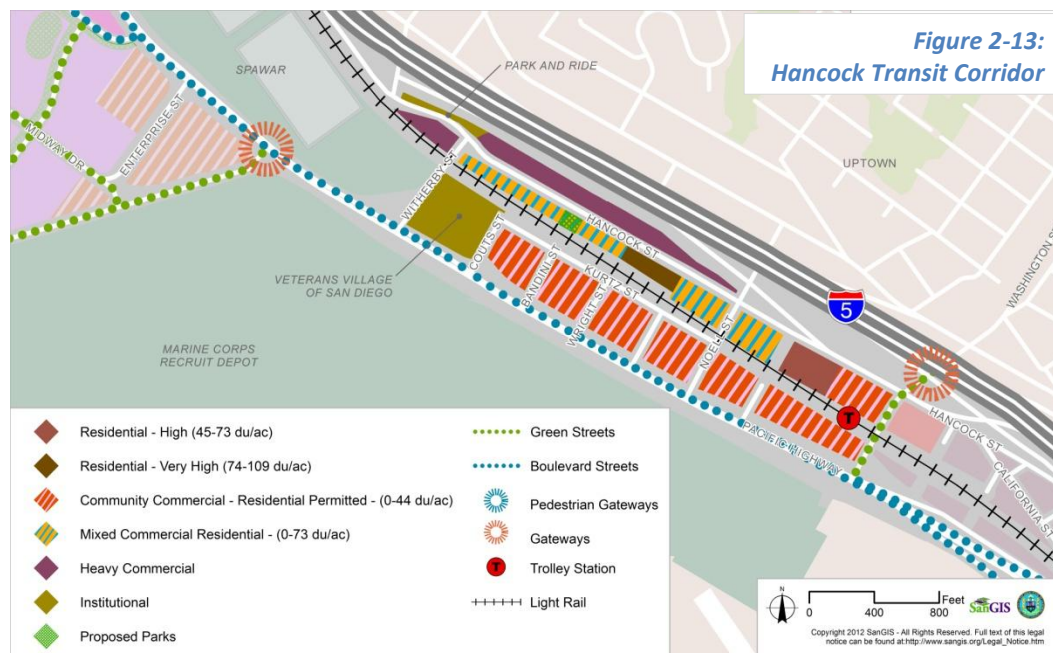
2.13 HANCOCK TRANSIT CORRIDOR

The Hancock Transit Corridor services as the transition between the Midway Area and the Pacific Highway Corridor. The Transit Corridor has a grid block pattern that is bisected by the rail corridor. The historic Mission Brewery is located at West Washington Street and serves as an iconic landmark. Hancock Street contains commercial and warehouse uses along with new residential development that is helping to activate the area and supports the Washington Street Trolley Station. The portion of the Transit Corridor along Pacific Highway consists of a mix of storage, repair uses, retail uses. The Veteran's Village is located on Pacific Highway and provides assistance to homeless veterans.

Vision

The Community Plan envisions the Hancock Transit Corridor as a multiple- and mixed-use corridor connected to the Washington Street Trolley Station with a diverse mix of residential, office, and retail uses as shown in Figure 2-13. Pacific Highway will be transformed into a “Boulevard Street” to enhance the livability and overall identity of the Transit Corridor as connection between Midway and Downtown as addressed in the Mobility Element. This includes the potential to remove the frontage road along Pacific Highway and transform Washington Street and Witherby Street intersections to signalized at-grade intersections.

The Pacific Highway portion of the Transit Corridor will retain the Veteran's Village facility and become a mixed-use residential and commercial area with active pedestrian-oriented retail uses along Pacific Highway. The Hancock Street will become a commercial and residential corridor from Witherby Street to West Washington Street. Mixed Commercial/Residential land use designation will



provide an opportunity for a mix of new residential and office uses along Hancock Street. The MTS property along Hancock Street provides an opportunity for public space as part of a development.

Policies

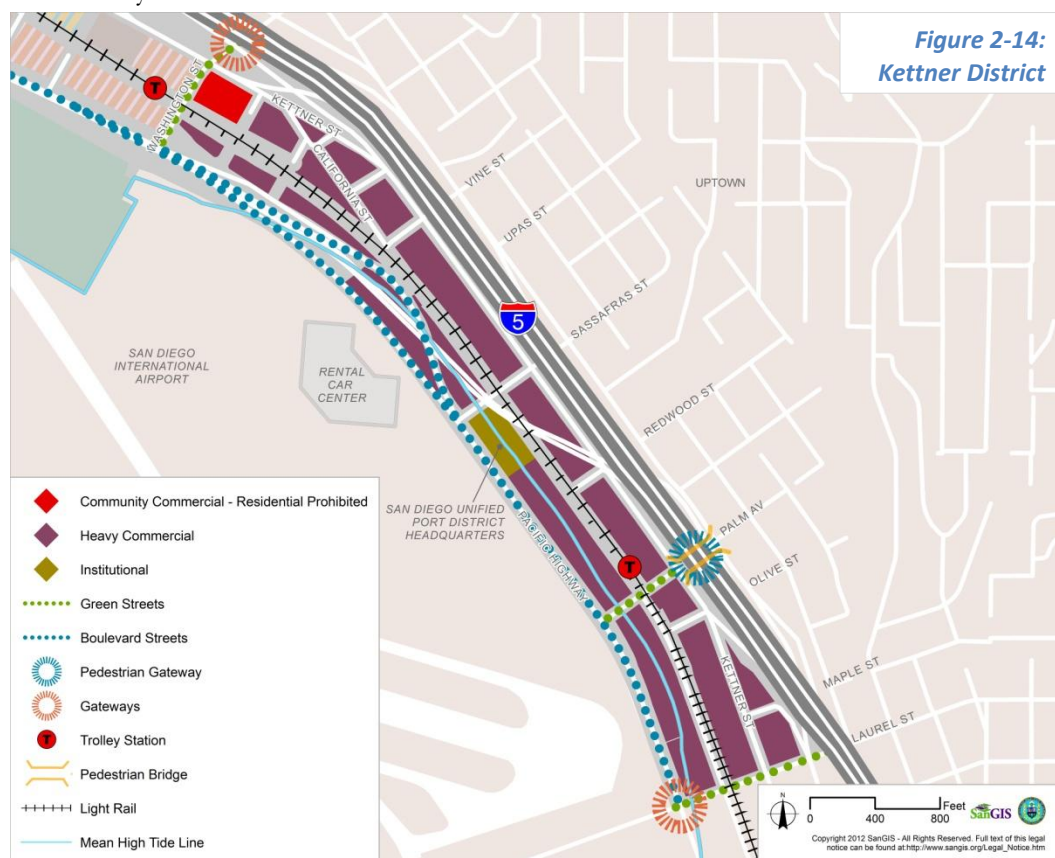
- 2.13.1 Encourage distinct and varying building facades with a pedestrian scale without or with a limited setback along to form a defined street wall
- 2.13.2 Maintain and enhance the area around the historic Mission Brewery building and allow for residential and commercial uses while still preserving the exterior form of the building.
- 2.13.3 Support the construction of live-work units for adaptive reuse of an existing building and shopkeeper units for new development suitable for artists and other business owners within the Hancock Transit Corridor.
- 2.13.4 Support the development of residential and/or office uses at the MTS storage yard property adjacent to Hancock Street should the property become available.
 - a. Require the creation of plaza or pocket park open to the public on a portion of the to provide a view corridor to Bandini Street
 - b. Require the building massing to maintain the grid block pattern.
 - c. Consider a new trolley station should MTS/SANDAG relocate the Washington Trolley Station to the potential Intermodal Transportation Center.
- 2.13.5 Maintain the grid block pattern along Pacific Highway to promote pedestrian orientation and the community's past.
- 2.13.6 Support landscaping and walkways adjacent to the rail right-of-way that is compatible with rail operations to facilitate pedestrian connections to the Washington Trolley Station.
- 2.13.7 Enhance the pedestrian and bicycle environment along Hancock Street and Pacific Highway to support connections to the Washington Street Trolley Station and Old Town San Diego.
- 2.13.8 Consider pedestrian nodes and public or recreational space at unused right-of-way along Hancock Street, Pacific Highway, or at cross streets bisected by the rail corridor.
- 2.13.9 Encourage building design and streetscape treatment along West Washington Street to enhance the pedestrian environment and community identity as gateway to the Pacific Highway Corridor and the Coastal Zone area.
- 2.13.10 Consider a park and ride facility adjacent to the Washington Street Trolley station and Pacific Highway.
- 2.13.11 Should the Veteran Village close or relocate, the site should be used for commercial office use or residential use at a density of 30 to 44 dwelling units per net acre.

2.14 KETTNER DISTRICT

The Kettner District services as gateway between the Midway - Pacific Highway Community and Downtown. The District is characterized by longer blocks that are bisected by the rail corridor and the connector ramps between Pacific Highway and I-5. The San Diego Unified Port District office building is the most noticeable building within the District. The San Diego International Airport abuts Pacific Highway with on-airport rental car facility and long-term parking. The Kettner District consists of a mix of heavy commercial, and airport related long-term parking and automobile rental uses.

Vision

The Community Plan reinforces the Kettner District's location by envisioning a mix of visitor, office, and heavy commercial uses that benefit from the proximity of transit and the airport as shown in Figure 2-14. The proposed Intermodal Transportation Center (ITC) will provide a focal point for the District. It is envisioned as a major Trolley and passenger rail transportation hub to serve the airport, as addressed in the Mobility Element. The ITC, as a regional gateway, has the potential to attract hotel and office uses and enhance the pedestrian environment and streetscape along Pacific Highway and Kettner Boulevard. As a Boulevard Street, Pacific Highway will serve as gateway connection between the Community and Downtown.



A small portion of the Kettner District area is within Coastal Zone and is subject to the California Coastal Act which is implemented by the Midway - Pacific Highway Local Coastal Program. Not including street and rail right-of-way, Coastal Zone primarily affects 10.5 acres of San Diego Unified Port District tideland property and 1.5 acres of private property along Pacific Highway within the District. The San Diego Unified Port District has land use jurisdiction on tideland property. Land uses and building intensities are limited by safety zones and structure heights are restricted by airspace protection surfaces consistent with the Airport Land Use Compatibility Plan.

Policies

- 2.14.1 Encourage office and visitor commercial adjacent to the Palm Street Trolley Station.
- 2.14.2 Emphasize Laurel Street as a cohesive gateway between I-5, and the San Diego Bay with streetscape enhancements.
- 2.14.3 Encourage port and airport supporting businesses within the Port Tidelands.
- 2.14.4 Support the development of an Intermodal Transportation Center as a major transportation hub for the region.
 - a. Serves as a focal point for the District with a high quality architectural style and site design.
 - d. Enhances pedestrian and bicycle mobility within the District.
 - e. Provides adequate vehicle parking within a below or above ground parking structure and/or at a shared airport parking facility on airport property.
 - f. Provides public space that could include a plaza.
 - g. Maintains view corridors to the San Diego Bay.
- 2.14.5 Assure continuity and compatibility between the City, the San Diego Unified District Port District, and the San Diego County Regional Airport Authority through the coordination of planning efforts in and around the Coastal Zone area.
 - b. Support visitor, employment, and public land uses consistent with the San Diego Port Master Plan.
 - c. Emphasize Pacific Highway as a linear gateway with architectural styles, site design, and streetscape.
 - d. Enhance the pedestrian and bicycle environment and access along Pacific Highway.
 - e. Provide and emphasize physical and visual access to the San Diego Bay.
 - f. Promote land uses which are compatible with the San Diego International Airport operations

2.15 MARINE CORPS RECRUIT DEPOT

Construction of the United States Marine Corps Recruit Depot San Diego took place from 1919 through 1926 primarily on reclaimed tidelands. The main focus of the base is the training and “the making of Marines.” Many of the Depot’s buildings have a Spanish colonial revival style appearance. The overall site and specific building plans were developed by the same architect who designed the buildings built in San Diego’s Balboa Park for the 1915 Panama-California Exposition. Twenty-five of the Depot’s buildings are on the National Register of Historic Places.

Vision

The Community Plan envisions maintaining U.S. Marine Corps Recruit Depot San Diego as an active military installation and an iconic landmark of San Diego’s military history.

Policies

- 2.15.1 Support and retain the U.S. Marine Corps Recruit Depot San Diego as a recruit training installation for national defense.
- 2.15.2 Consult and coordinate with U.S. Marine Corps regarding any proposed development projects or public improvements adjacent to the U.S. Marine Corps Recruit Depot San Diego.
- 2.15.3 Assure continuity and compatibility between the City and the US Marine Corps through the coordination of planning efforts.
- 2.15.4 Prepare a specific plan consistent with the Local Coastal Program to comprehensively plan its future use should the U.S. Marine Corps Recruit Depot San Diego close and the federal government determines that the property is not needed for another military use.

2.16 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

The Community Plan Implementation Overlay Zone provides supplemental development regulations to implement Community Plan policies and building and site development criteria, in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, Division 14).

Community Plan Implementation Overlay Zone - Type B requires that development proposals for property identified within the Dutch Flats Urban Village on Figure 2-5 be consistent with the development criteria addressed in Box 2-2 with a discretionary approval process. Community Plan Implementation Overlay Zone - Type A allows a ministerial approval process for development proposals on properties identified on Figure 2-15 that are consistent with the mixed-commercial residential land use designation, the base zone regulations, and these supplemental regulations as addressed in Box 2-3.

Box 2-3: Community Plan Implementation Overlay Zone Requirements – Type A

Mixed Commercial Residential

- Development proposals for residential uses without an existing commercial structure on the property or not part of a proposed commercial development is permitted, and shall be developed in accordance with the following base zones:
- Mixed Commercial Residential (0-44 du/ac): RM-3-7 Zone
- Mixed Commercial Residential (0-73 du/ac): RM-3-9 Zone
- Development proposals with residential uses as a part of a mixed-use commercial project or a commercial use project shall have a maximum 2.0 Floor Area Ratio (FAR).



2.17 AIRPORT LAND USE COMPATIBILITY

The Airport Influence Area for San Diego International Airport affects the Midway - Pacific Highway Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan and is divided into two review areas. Review Area 1 is composed of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is composed of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

2.18 COMMUNITY PLAN HORIZON

The Community Plan planning horizon represents the amount of development that is assumed to occur over the 30-year period covered by the Community Plan. It was calculated using assumed average intensities (floor area ratios) for different commercial and industrial land designations and maximum all density (units per acre) for land use designations that allow residential on vacant land and land with potential for intensification. Designation of site for a certain use does not mean that all of these sites will undergo change within the 30-year horizon of the Community Plan, or that other sites not included in this acreage will not undergo change.

Figure 2-16 simply provides a reasonable assessment of Midway - Pacific Highway's development potential. This includes the potential for future multiple and mixed-use development on property within the Dutch Flats Urban Village and Sports Arena Community Village. The Kemper Community Village and Hancock Transit Corridor provide flexibility for new residential uses.

For the purposes of calculating the future household population, it has been assumed that 1.8 persons reside in each household, and that there is a 98 percent occupancy rate for the community at the year 2045. While anticipated development of the Community Plan could occur before or after this date, it represents a 30-year horizon. The persons per household and vacancy rate are assumptions to calculate potential residential population at the Community Plan horizon year – neither constitutes a Community Plan policy.

Figure 2-16: Planning Horizon

	Existing (2013)	Future Change	Horizon Total
Household Population	4,200	8,000	11,000
Employment (jobs)	21,400	TBD	TBD
Residential (dwelling units)	2,076	4,124	6,200
Non Residential (square feet)	4.95 million	TBD	TBD

(TBD: To be determined with next draft)

CHAPTER THREE

3 Mobility Element

Midway - Pacific Highway has challenges that also provide unique opportunities addressing mobility within the area. The existing transportation infrastructure and much of its existing land uses are auto-oriented. The mix of commercial, industrial, the Sports Arena, military facilities, and the San Diego International Airport brings shoppers, visitors, employees, and deliveries into the community. The community features portions of an interconnected grid-like street network with small blocks and arterials that form large blocks (referred as superblocks) that service both local traffic and traffic from adjacent communities.

All transportation modes have a role in serving the existing and future needs of the community. Midway - Pacific Highway will accommodate a well-managed mixture of pedestrians, cars, and transit. Automobiles will need access and flow through the community with reasonable efficiency, since circulation largely depends on automobiles. Multimodal enhancements to the circulation system will include a mix of operational improvements, new streets, retrofitting existing streets, and transportation-demand management programs.

The superblocks limit north/south connectivity, which causes a majority of north/south vehicular traffic to use the Rosecrans Street/Camino Del Rio West corridor. As development occurs on these superblocks, new roadway connections and improvements will be introduced to increase north/south interconnectivity for all modes and will increase roadway capacity. New streets will be designed as “complete streets” to enable safe, attractive, and comfortable access and travel for motorists, pedestrians, bicyclists, and transit-riders as shown in Box 3-1. Retrofitting of existing streets will include “complete street” improvements where feasible.

Enhancing the environment for pedestrians, bicyclists, and transit-riders coincides with the goals of improving the public realm and improving connectivity to regional recreational areas. The streetscape typologies outlined in the Urban Design Element provide guidance for improving the pedestrian and transit-rider environments. Streets with “Boulevard” typologies will provide a higher “multimodal capacity” as shown in Box 3-2. Improving the public realm along boulevards will also help promote transit use by making the experience of walking to and waiting at transit stops more pleasant. “Green Streets” will include streetscape improvements to maximize their attractiveness to pedestrians, bicyclists, and transit riders. Green Streets could include linear parks, as addressed in the Recreation Element, and support connections to recreational areas, the San Diego Bay, Mission Bay, and the San Diego River.

Box 3-1: Complete Street Features

- Sidewalks and buffer areas
- Bicycle lanes
- Well-designed and well-placed crosswalks
- Raised crosswalks, medians or crossing islands in appropriate mid-block locations
- Special bus lanes
- Accessible pedestrian signals
- Sidewalk extensions/pop-outs
- Street trees, planter strips, and ground cover; staggered parking; and other “traffic calming” techniques lower speeds and define an edge to travel ways
- Center medians with trees and ground cover
- Reduction in the number of driveways.

Box 3-2: Major Multimodal Streets

- **Main Street: Midway Drive.** Midway Drive as a Main Street provides an enhanced multi-modal connection between Pacific Highway and the San Diego River and Mission Bay. Midway Drive historically provided access from the Downtown and Uptown communities to the beach communities. Midway Drive services as a commercial corridor. Future improvements will provide adequate roadway capacity to serve future demand, enhance bicyclist experience by providing a combination of bicycle lanes and shared auto/bike lanes, provide pedestrian friendly lighting, paths and crosswalks, and make the street a focal point for the community through landscape treatments as addressed in the Urban Design Element.
- **Boulevards: Pacific Highway, Rosecrans Street, and Sports Arena Boulevard** will serve as multimodal gateways into the community providing connections between Diego River, Mission Bay, and the San Diego Bay. Future improvements will provide adequate roadway capacity to serve projected needs, enhance pedestrian environment with wider paths, enhance bicyclist experience by providing bicycle lanes or cycle tracks, and to create a sense of place for people entering and traveling through the community with landscape and lighting treatments, and gateway signage as addressed in the Urban Design Element.
 - **Rosecrans Street** historically provided access from early Spanish settlement in Old Town to the San Diego Bay on along the La Playa Trail. Six concrete markers were placed along Rosecrans Street in the 1930s. A marker still exists near the Midway Drive intersection. Potential enhancements include working with property owners to use existing setback areas to widen sidewalks, remove on-street parking and reduce median widths to provide bicycle lanes or cycle tracks.
 - **Pacific Highway** historically provided vehicle access between Downtown San Diego and Los Angeles as US-101 prior to the opening of I-5. It has the potential to become a grand entrance from Midway to Downtown. Pacific Highway provides an opportunity to using existing right-of-way to significantly enhance the pedestrian and bicycle environment and access to the San Diego Bay. Potential enhancements include introducing additional signalized intersections, removing the overpass at Washington Street and the underpasses at Barnett Avenue and Witherby Street.
 - **Sports Arena Boulevard** originally named Frontier Street provides access to the coastal communities and I-8 along with Midway Drive. It has the potential to become a gateway to the beach communities, Mission Bay, and the San Diego River. Potential enhancements to improve the multimodal environment include introducing wider sidewalks, bicycle lanes or cycle tracks and enhanced bus stop areas. Portions of the Sports Arena Boulevard will have green street features including the potential for a linear park or pedestrian and bicycle promenade on City owned property. Potential enhancements include working with property owners to use existing setback areas and future street improvements between Rosecrans and Pacific Highway.

3.1 PEDESTRIAN ENVIRONMENT

Goal

- Development of a cohesive and attractive pedestrian linkages within each district and village and to regional open space and recreational areas

Discussion

The goal of enhancing the pedestrian environment coincides with the goals of improving the public realm, encouraging quality building and site design, and promoting a mix of uses at different locations within the community. The streetscape typologies provide an urban design framework with guidance for the provision of sidewalk amenities, lighting, street trees, and gateways to create a pleasant walking environment where vehicle traffic is safely buffered with wider sidewalks from pedestrians. The Community Plan envisions a public realm that will provide pedestrians with a sense of place and provide pedestrian and bicycle connections to San Diego Bay, Mission Bay, and the San Diego River.

Pedestrian routes shown in

are based on the City's Pedestrian Master Plan and are summarized in Box 3-3. Pedestrian route types help to define desired future levels of pedestrian activity based on planned land uses and streets. Pedestrian route types work in conjunction with streetscape typologies, and different segments of a street could have more than one pedestrian route type. Future developments have the opportunity to include pedestrian paths, plazas, and promenades as a green street or within a development to enhance the urban realm and provide recreational amenities.

Streetscape typologies and pedestrian route types will help establish a strong, recognizable design for the entire street corridor within the community or a segment of the street within each district or village. New streets will provide pedestrian facilities to encourage walking and improve accessibility. Existing sidewalks along boulevards and main streets may need to be widened to support pedestrian activity. Dimensions of existing sidewalks can be increased either through acquisition of additional rights-of-way, redesign of existing rights-of-way, or increased setbacks for new development. Pedestrian improvements will improve accessibility for people of all ages and abilities.

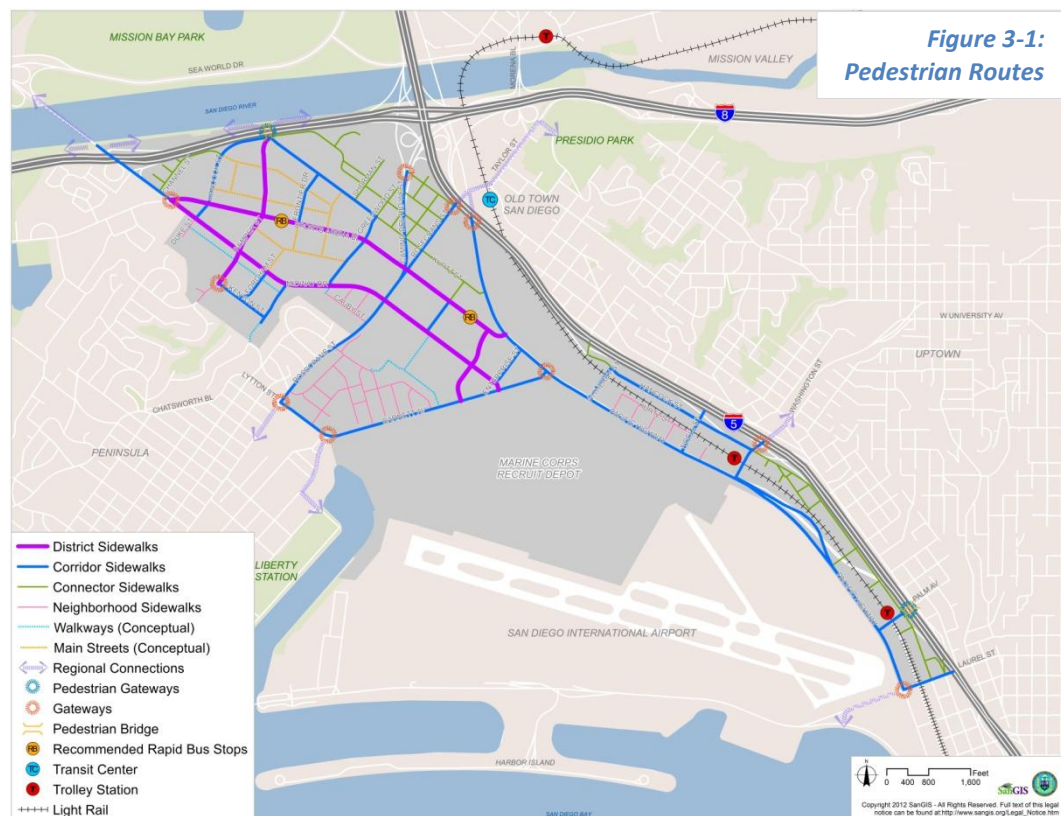
Policies

- 3.1.1 Improve the pedestrian environment by retrofitting streets along Boulevard and Green Streets.
 - a. Redesign underutilized portions of streets as public spaces, such as widening sidewalks or providing curb pop-outs.
 - b. Work with willing property owners to use existing setback areas for pedestrian and streetscape improvements

Box 3-3: Pedestrian Routes Types

- **District Sidewalks** have heavy pedestrian levels with an identifiable focus to encouraging walking within a district node.
- **Corridor Sidewalks** have moderate pedestrian levels that connect to district nodes.
- **Connector Sidewalks** have lower pedestrian levels that connect industrial areas to corridor or district sidewalks.
- **Neighborhood Sidewalks** have low to moderate pedestrian levels within residential areas.
- **Ancillary Pedestrian Facilities** have moderate to high pedestrian levels that include bridges over streets, and plazas, promenades, or courtyards away from streets.
- **Paths** are exclusive to pedestrians and bicycles and are not associated with streets.

- c. Require new developments to provide additional right-of-way for pedestrian and streetscape improvements.
- 3.1.2 Work with Caltrans to improve the pedestrian environment at freeway underpasses and pedestrian bridges.
- a. Enhance the freeway underpass at the Sports Arena Boulevard/I-8 interchange to reduce motor vehicle conflicts and improve multimodal access to the San Diego River Trail and Mission Bay Park.
 - b. Enhance the freeway underpasses on Rosecrans Street, Noel Street, West Washington Street, Sassafras Street, and Laurel Street with pedestrian lighting to foster pedestrian connections.
 - c. Enhance the Palm Street/I-5 pedestrian bridge to facilitate the use of the Palm Street Trolley station.
- 3.1.3 Work with SANDAG and Caltrans to facilitate the development of a bicycle and pedestrian connection from the Sports Arena Community Village to the San Diego River Park, which could include a bicycle and pedestrian bridge over or a tunnel under I-8, to increase connectivity to the regional pedestrian and bicycle network.



3.2 TRANSIT

Goal

- Increase transit as a mode of choice for residents, employees, and visitors by supporting improvements to transit service and infrastructure.

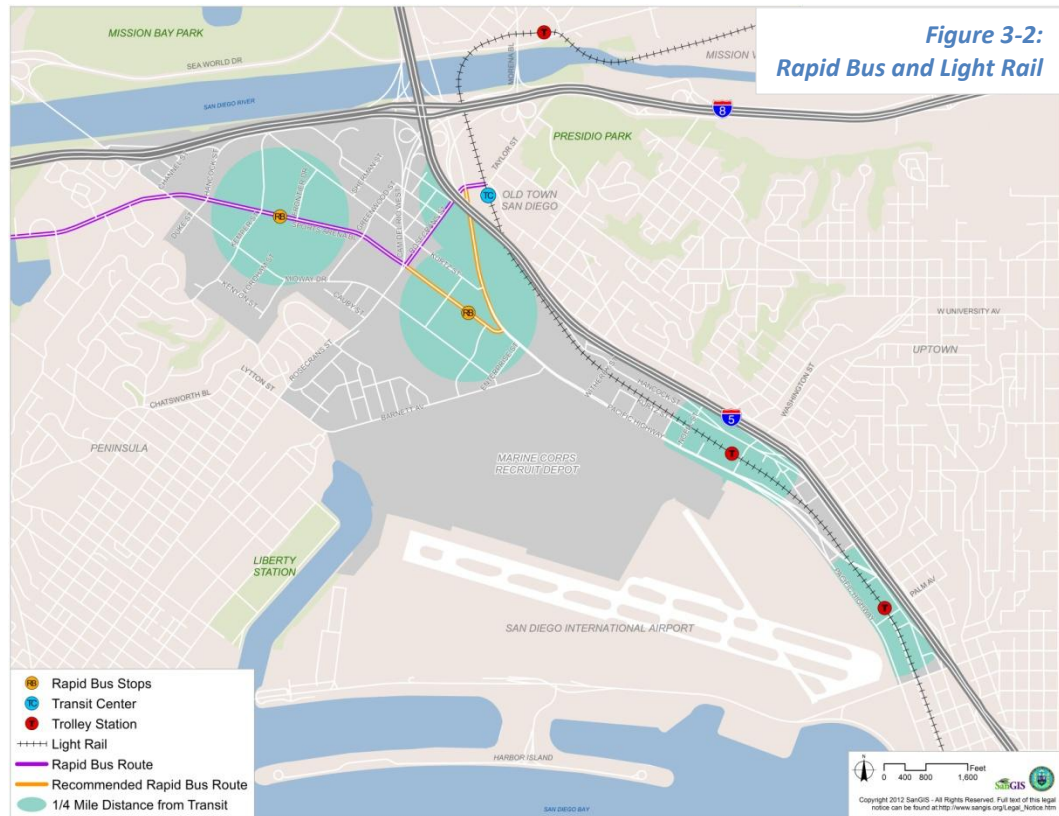
Discussion

Improved regional transit access is an important component for achieving the Community Plan land use and sustainability goals. Planned regional transit system improvements include Trolley service and capacity upgrades, and the implementation of Rapid Bus service. Rapid Bus will provide a higher-speed service primarily along Sports Arena Boulevard, between the Old Town Transit Center and Ocean Beach. It will use a range of lower-capital-cost improvements that include signal priority treatments, short segments of transit-only or queue-jump lanes, and limited station stops to achieve faster travel times, and will enhance station stops with passenger amenities. This could be upgraded to Modern Streetcar Service, which could operate either in mixed traffic with automobiles or on a dedicated right-of-way, with a possible extension to service the Mission Bay Park and Mission Beach. Box 3-4 describes the transit system and Figure 3-2 shows the current rail and future Rapid Bus network within the community. Improvements to the transit network will include: enhanced amenities, such as unique shelter designs, bicycle lockers, artwork, and real-time transit information will reflect the importance of the Rapid Bus stations at the Sports Arena and Dutch Flats Village, and Trolley stations at Washington Street and Palm Avenue; and measures to improve personal safety, such as lighting, surveillance, and emergency call boxes.

SANDAG could develop an Intermodal Transportation Center (ITC) along the rail corridor south of Washington Street to provide Amtrak, Coaster, Trolley, and bus service to the San Diego International Airport. The ITC could have a pedestrian bridge to an airport shuttle or people-mover system that would transport passengers to the airport terminals. The ITC could evolve over time to initially accommodate improvements for Trolley, Coaster, Amtrak, and local bus service to become a regional transit hub, and possibly a station for High Speed Rail service in the future. The California High Speed Rail Authority is planning a statewide, intercity high-speed passenger rail system with San Diego as the southern terminus. The proposed High Speed Rail alignment will follow the existing rail corridor, with options for track segments to be above, at, and below grade. Box 3-5 provides design guidelines for the future ITC.

Box 3-4: Transit System

- **San Diego Trolley.** The San Diego Trolley operated by the Metropolitan Transit System (MTS) connects Midway - Pacific Highway to Mission Valley, San Diego State University, El Cajon, and Santee in the east and to National City, Chula Vista, and San Ysidro in the south. By 2020, the Trolley will be extended from Old Town to the University of California San Diego and the University community. Other future trolley extensions are identified in the Regional Transportation Plan.
- **Coaster.** The Coaster operated by North County Transit District (NCTD) is a commuter rail service connecting the Oceanside Transit Center, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, Sorrento Valley, Old Town, and Downtown.
- **Rapid Bus.** Rapid Bus operated by MTS will provide a higher-speed service along Rosecrans Street and Sports Arena Boulevard to the Old Town Transit Station. It will use a range of lower-capital cost signal priority treatments, short segments of transit-only lanes, and limited station stops to achieve faster travel times
- **Local Bus.** Local bus routes are operated by MTS with stops serving Midway - Pacific Highway. Local bus coverage will continue to serve the community.



Box 3-5: Intermodal Transportation Center (ITC) Design Guidelines

- **Architectural Design.** Provide architectural and urban design to signify the ITC as a regional designation.
- **Energy Efficiency and Sustainability.** Energy, building material, water efficiency, and sustainability measures should be included in the design of the ITC facility.
- **Outdoor Rooms.** An outdoor plaza area should link the ITC to the surrounding community, so that the station becomes part of the public realm.
- **Pedestrian and Bicycle Linkages.** Facilitate pedestrian and bicycle connections from the community to the ITC.
- **Vehicular Access.** Facilitate direct vehicular access from I-5 to the ITC.
- **Parking.** Parking structure design should be visually attractive so that the apparent mass of the structures is minimized for the pedestrian. Adequate parking should be provided to meet the needs of regional park-and-ride commuters and potential long-term parking for high-speed-rail passengers.
- **Signage.** Building identity, directional signage, and way-finding signage for pedestrians, bicyclists, motorists, and park-and-ride users.
- **Public Art.** Public art should be promoted at the ITC both within the building itself and in the plaza area.

Policies

- 3.2.1 Work with SANDAG and MTS to support and incorporate transit infrastructure and service.
- a. Provide grade separation of at-grade railroad crossings at West Washington Street, Sassafras Street and West Palm Street, to enhance pedestrian, bicycle, and vehicle circulation.
 - b. Provide improvements within the right-of-way needed to implement Rapid Bus service, including signal priority treatments and short segments of transit-only lanes, where feasible, including on Sports Arena Boulevard, Rosecrans Street, and Pacific Highway.
 - c. Incorporate Rapid Bus facilities to serve new development in the Sports Arena Community Village and Dutch Flats Urban Village.
 - d. Provide enhanced amenities that reflect the importance of the Rapid Bus stations at the Sports Arena Community Village and Dutch Flats Urban Village, and Trolley stations at Washington Street and Palm Avenue, and incorporate measures to improve personal safety.
 - e. Increase the length of the heavy-rail bridge to allow for additional right-of-way along Witherby Street.
- 3.2.2 Work with SANDAG and the High Speed Rail Authority on the planning, design and construction process for the Intermodal Transportation Center facility.
- a. Involve the community and affected business and property owners throughout the process for the ITC.
 - b. Provide adequate parking for the ITC to meet the needs of transit passengers.
 - c. Provide improvements to enhance vehicular access between I-5 and the ITC.
 - d. Incorporate ITC Design Guidelines (Box 3-5) in the process for the ITC.
 - e. Support the use of regional transportation and state high speed rail funding to construct the facility and associated off-site improvements.
 - f. Support relocation of the Washington Street Trolley Station (should the ITC require its closure), to the MTS property between Witherby Street and Noel Street to provide transit service to Hancock Transit Corridor.

3.3 STREETS AND FREEWAYS

Goal

- Adequate capacity and regional access for vehicular traffic on heavily traveled streets through focused improvements.
- Increase multimodal capacity by enhancing the environment for public transit, walking, and biking, and reducing conflicts between modes.
- Direct roadway connections between regional facilities to reduce the use of community streets for regional access.

Discussion

Streets serve as conduits for pedestrians, bicycles, transit, and vehicles. They form the backbone of a community's circulation system that connects it internally and to surrounding communities and freeways. Streets are a significant component of the public realm since a major portion of a persons' outdoor travel time is spent on them. Enhancing the operation and public realm of the community's streets are integral to the enhancing the overall community's image and experience.

Regional freeway access is limited by the missing I-8/I-5 west-to-north and south-to-west connector ramps, which results in excessive regional traffic in the Rosecrans Street/Camino Del Rio West and Sports Arena Boulevard corridors. Regional traffic to I-5 south is primarily directed through the Pacific Highway, since the Camino Del Rio West interchange lacks access to I-5 south, and access and capacity to the Old Town Avenue interchange are limited. Airport traffic uses Pacific Highway, Hancock Street, and Laurel Street as primary access routes due to the lack of a direct connection between I-5 and the Airport.

The construction of the missing freeway connectors will improve access to the freeway system to reduce the amount of regional congestion on local streets. The Community Plan recommends regional access transportation funded improvements summarized in Box 3-6 and shown in Figure 3-3. Operational and intersection improvements on the Rosecrans Street/Camino Del Rio West corridor will be needed to address congestion in the near to mid-term. Long-term grade separation options may need to be studied as part of regional access improvements from Midway Drive to the I-5/I-8 interchange.

The community has interconnected grid streets with small blocks, and arterials that form superblocks. The superblocks limit north/south connectivity, which causes north/south vehicular traffic to use the Rosecrans Street/Camino Del Rio West corridor. As the superblocks are developed with new or expanded uses, additional north/south streets will enhance connectivity as summarized in Box 3-7 and shown in Figure 3-3.

The Urban Design Element identifies streetscape typologies and provides guidance for streetscape design. Cross-sections for specific

Box 3-6: Recommended Regional Access

- **I-5 / I-8 Interchange.** Incorporate I-5 south to I-8 west and I-8 east to I-5 north freeway connector ramps
- **Camino Del Rio West/I-5 Interchange.** Construct an access ramp from Camino Del Rio West to I-5 south.
- **Old Town Avenue Interchange/I-5.** Reconstruct southbound on and off ramps to current standards including signalization and adequate auxiliary lane length to improve safety.
- **Washington Street Interchange/I-5.** Reconstruct southbound on and off ramps to current standards including signalization and adequate auxiliary lane length to improve merge and diverge movements on Hancock Street.

Box 3-7: Recommended New Streets

- **Hancock Street.** Sports Arena Boulevard to Midway Drive.
- **Kemper Street.** Sports Arena Boulevard to Hancock Street.
- **Frontier Street.** Sports Arena Boulevard to Hancock Street.
- **Sherman Street.** Hancock Street Sports Arena Boulevard.
- **Greenwood Street.** Hancock Street to Sports Arena Boulevard.
- **Dutch Flats Parkway.** Sports Arena Boulevard to Barnett Avenue.
- **Charles Lindbergh Parkway.** Kurtz Street to Midway Drive.

streets will need to be individually designed since street widths, number of lanes, desired sidewalk widths, and physical constraints vary from street to street. Figure 3-4 shows the planned street classifications for Community Plan.

Physical and operational improvements will assist in meeting existing and projected vehicular circulation include widening, improving signalization, adding turn lanes, restriping, modifying medians and intersections, removing on-street parking, and adding freeway access signage. Focused street improvements, transportation systems management techniques, and traffic-calming projects can increase street capacity, reduce congestion, reduce speeding, and improve neighborhood livability. The recommended physical and operational roadway improvements are summarized in Box 3-8 and shown in Figure 3-3.

Employer transportation demand management programs involve the City and SANDAG working with existing and future larger public and public sector employers within and adjacent to the community to market and provide incentives for employees to use transit, bicycling, walking, and ridesharing to reduce single person automobile trips that congest access routes to I-5 and I-8.

Box 3-8: Recommended Roadway Improvements

Rosecrans Street

Lytton Street to Pacific Highway:

- Intersection - median improvements

Camino Del Rio West

Rosecrans Street to I-5/I-8 ramps:

- Intersection - median improvements

Pacific Highway

Washington Street to Rosecrans Street:

- Boulevard improvement
- Intersection improvements
- Remove grade separations at Washington Street, Witherby Street, and Barnett Avenue

Kurtz Street

Rosecrans Street to Pacific Highway:

- Widening - intersection improvements
- Realigning to intersect Pacific Highway at right angle

Camino Del Rio West to Rosecrans Street:

- Restriping - intersection improvements

Kurtz Street – Kemper Street Intersection

- Realigning with roundabout

Hancock Street

Camino Del Rio West to Rosecrans Street:

- Restriping - intersection improvements
- Witherby Street to Old Town Avenue:
- Widening - intersection improvements

Midway Drive

Enterprise Street to Barnett Avenue:

- Realigning to intersect at Barnett Avenue at a right angle

Barnett Avenue

Midway Drive to Pacific Highway:

- Widening - intersection improvements
- Realigning to intersect Pacific Highway at right angle

Sports Arena Boulevard

Rosecrans Street to Pacific Highway:

- Widening - intersection improvements
- Allowing through-traffic at Rosecrans Street intersection
- Realigning to intersect Pacific Highway at right angle

Witherby Street

Hancock Street to Pacific Highway:

- Widening - intersection improvements

Sassafras Street

Pacific Highway to India Street:

- Restriping - intersection improvements

Kettner Boulevard

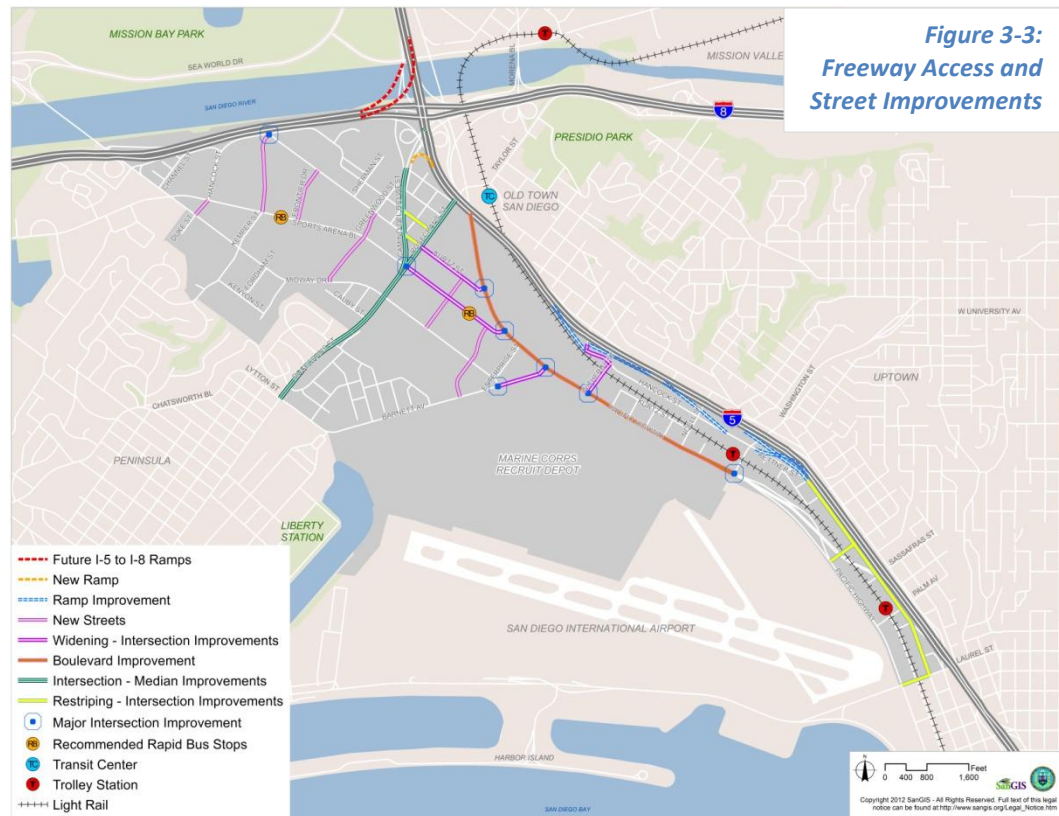
Vine Street to Laurel Street:

- Restriping - intersection improvements

Laurel Street

Kettner to Pacific Highway

- Widening - intersection improvements



Policies

- 3.3.1 Retrofit Pacific Highway as a primary arterial with a boulevard street typology with at grade intersections to enhance mobility for all modes and to serve as a community gateway. This could include removing grade-separations at Barnett Avenue, Witherby Street, and Washington Street, and improving access to or removing the frontage road.
- 3.3.2 Implement physical improvements to the circulation system by retrofitting streets to intersect at right angles.
- 3.3.3 Introduce new streets to break up the scale superblocks to allow additional north/south access and reduce congestion on existing streets.
- 3.3.4 Maintain and expand the grid network of streets.
- 3.3.5 Coordinate with SANDAG, Caltrans, and the San Diego County Regional Airport Authority to reduce congestion on community streets from vehicles traveling to and from the San Diego International Airport through the implementation of airport- and/or regional-transportation-funded improvements.
 - a. Provide direct access from I-5 to the San Diego International Airport.
 - b. Consider the potential to reconstruct and utilize the I-5 to Pacific Highway viaducts.

- c. Consider improvements on streets to address existing and future regional airport traffic that include restriping and intersection improvements.
- 3.3.6 Coordinate with SANDAG and Caltrans to construct freeway access improvements that reduce regional traffic congestion and increase regional access within the community for vehicles traveling to and from adjacent communities as regional-transportation-funded-improvements.
- 3.3.7 Implement Intelligent Traffic Systems (ITS) strategies such as dynamic message signs and traffic signal coordination to reduce traffic congestion along Rosecrans Street, Sports Arena Boulevard, and Pacific Highway.
- 3.3.8 Coordinate with the U.S. Navy and Marine Corps to reduce congestion from civilian employees and visitors traveling to Navy and Marine Corps facilities and installations within and adjacent to the community through the use of Transportation Demand Management strategies.
- 3.3.9 Encourage large public and private sector employers and institutions within and adjacent to Midway - Pacific Highway to provide incentive programs to shift trips to off-peak periods and reduce single-occupant-vehicle-trips.



3.4 BICYCLE CONNECTIONS

Goal

- A safe and attractive bicycle network that connects to the regional bicycle network, community destinations, surrounding communities, and regional open space and recreational areas.

Discussion

The Community Plan envisions bicycle connections between employment and residential areas; to the regional bicycle network; and to San Diego Bay, Mission Bay, and the San Diego River. The community's flat topography makes it suited for bicycling. High vehicle traffic volumes, freeways, and limited marked bicycle lanes affects the existing bicycle network.

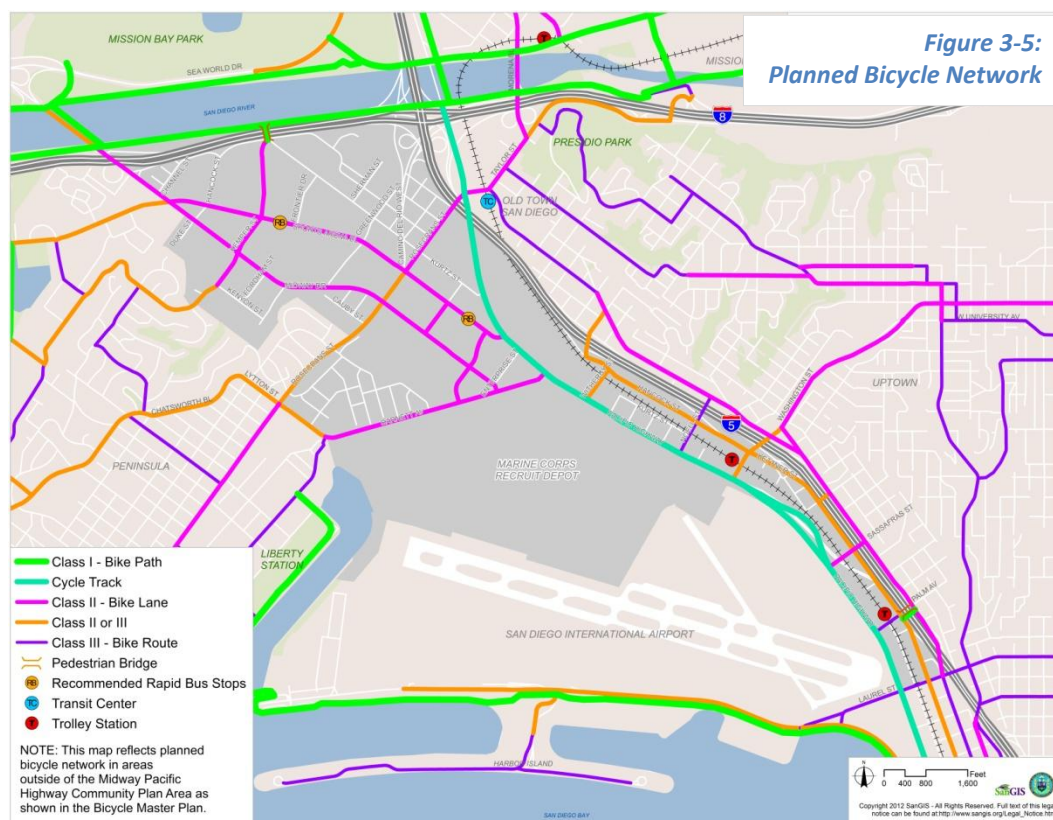
The goal of a safe and attractive bicycle network coincides with the goals of improving the public realm, streetscapes, and sustainability. The Urban Design Element and the Mobility Element provide direction to improve vehicular mobility and enhance streetscapes on streets with Boulevard and Green Street typologies. A safe and attractive bicycle network can help to reduce motor vehicle trips.

The bicycle environment and safety can be enhanced with the incorporation of protective bicycle lanes Boulevard and Green Street typologies. Protective bicycle lanes provide space for bicycles and are separated from vehicle travel lanes, parking lanes, and sidewalks by pavement markings or coloring, bollards, curbs/islands, or a combination of these elements.

Bicycle improvements along existing streets could include removing on-street parking, reducing motorized vehicle lane and median widths, and acquiring additional right-of-way. Bicycle routes have been classified based on definitions in the citywide Bicycle Master Plan, as summarized in Box 3-9 and shown on Figure 3-5.

Box 3-9: Bicycle Route Classifications

- **Class I – Bike Path.** Bike paths are physically separated from vehicular traffic and are constructed in the roadway or have exclusive right-of-way.
- **Class II – Bike Lane.** Bike lanes provide exclusive or preferential bicycle travel with pavement striping and signage on the side of the roadway.
- **Class III – Bike Route.** Bike routes provide shared use with motor vehicle traffic within the same travel lane



Policies

- 3.4.1 Provide bicycle lanes with a buffer on Boulevard and Green Streets where feasible.
- 3.4.2 Provide bicycle parking within main streets.
- 3.4.3 Work with SANDAG and MTS to provide bicycle lockers and racks at bus rapid stops and Trolley stations.
- 3.4.4 Work with Caltrans to improve the bicycle environment at freeway underpasses.
 - a. Reduce conflicts with motor vehicles and bicyclists at the Sports Arena Boulevard/I-8 interchange
 - b. Improve access to the San Diego River Trail and Mission Bay Park.
 - c. Enhance the freeway underpasses on Rosecrans Street, Noel Street, Washington Street, Sassafras Street, and Laurel Street to foster bicycle connections to Old Town and Uptown.

3.5 PARKING

Goal

- Efficient provision of parking that does not detract the community character.

Discussion

Many of the goals and policies of the Community Plan depend on how parking is planned and managed in Midway - Pacific Highway. These goals include reduced congestion and vehicle trips, increased sustainability, improved transit, increased employment/residential districts, and enhanced urban design. Development could be built with reduced off-street parking, yet still accommodate the parking needs of drivers with shared agreements between adjacent properties. For larger master plan developments within the Sports Arena Community Village and Dutch Flats Urban Village, appropriately designed parking structures could be located to provide parking for multiple users. Large vehicles parked in industrial areas community is an existing issue that requires the implementation of parking management strategies and code enforcement in order to more efficiently use street parking space and increase turnover and parking availability.

Policies

- 3.5.1 Encourage parking structures and surface parking with shared parking arrangements that efficiently use space, reduce the overall number of off-street parking spaces for multiple and mixed use developments.
- 3.5.2 Encourage shared driveways to reduce curb cuts.
- 3.5.3 Implement on-street parking management strategies that reduce overnight parking of large vehicles within industrial and commercial areas.

3.6 GOODS MOVEMENT AND FREIGHT CIRCULATION

Goal

- Safe and efficient truck routes for access to San Diego International Airport, and businesses within the Midway - Pacific Highway community that minimize the negative impacts associated with commercial truck traffic.

Discussion

Medium to large trucks make deliveries to industrial, commercial, and institutional land uses including MCRD, SPAWAR, and San Diego International Airport.

Policies

- 3.6.1 Work with the San Diego County Airport Authority and Caltrans to improve truck access to and from the San Diego International Airport and I-5.

CHAPTER FOUR

4 Urban Design Element

The Community Plan seeks to improve the community character and foster livability by transforming the community into a vibrant urban pedestrian-friendly community with unique districts and villages. The Urban Design Element provides character for the built environment that supports the Community Plan's vision.

Urban design policies seek to enhance the public realm and community identity of Midway - Pacific Highway. Policies provide building and site design guidelines, while allowing for freedom of architectural expression.

The Community Plan reinforces the urban fabric by defining smaller block patterns, and linkages and gateways to enhance the pedestrian, bicyclists and motorists experience as they enter and move through the community. It seeks to foster an engaging public realm through streetscape enhancements, including sidewalk treatment, street lighting, street trees and way-finding signage, and diversity in building scale, design, and texture that will define the distinct character of the districts and villages.

Midway - Pacific Highway occupies a strategic location between the San Diego Bay and the green expanse of Mission Bay Park and the San Diego River Park. The Plan will define and enhance major linkages between adjacent communities and regional assets, such as the Bay-to-Bay link, La Playa Trail, Pacific Highway 101, and linkages to the coastal communities. The Community Plan capitalizes on the community's unique location by creating an outdoor-focused ambiance that emphasizes pedestrian activity and gathering places that reflect its natural setting.

4.1 URBAN FABRIC / BLOCK PATTERN

Goals

- A pattern and scale of development that is designed with a pedestrian orientation and sense of place.

Discussion

The Community's past development history and its varied parcel sizes creates unique urban design opportunities and challenges. Potential development ranges from renovations of, smaller structures that will fill in gaps on small parcels, to more dramatic development of large parcels, such as within the Sports Arena Community Village and Dutch Flats Urban Village. Building form, mass, scale and materials will vary across the community ranging from large, full block developments to smaller scale development with many different buildings on a single block – reflecting location, intensity, density, and land use mixes accommodated.

The Community contains superblocks in the Sports Arena Community Village, Rosecrans District and Dutch Flats Urban Village. The Community Plan envisions transforming the urban fabric through the introduction of new streets and walkways as the superblocks develop with new or additional uses to form a pedestrian-scale block pattern. Variety of uses, floor plates, facades, and building sizes will prevent full block developments from becoming devoid of urban character.

The establishment of fine grain development in areas where there is a small grid pattern will enhance the pedestrian environment and support community character. Fine grain development refers to a diversity of architectural styles, forms, and materials within a block and encouragement of small-lot development. Portions of Kemper Community Village, Lytton District, Camino Del Rio District and Hancock Transit Corridor contain small blocks where the reconfiguration of existing developments, and new developments along with improved street and sidewalk connectivity could help accomplish fine grain development within the Community.

4.2 PUBLIC REALM

Goals

- Emphasize the public realm—streets, pedestrian nodes, and public spaces.
- Enhance, expand and connect the public realm throughout the community.

Discussion

Public realm comprises the arteries and nodes of the urban framework. The interface between buildings and the public realm will provide opportunities for creating a sense of place in the community. It is the space where public interaction occurs in contrast to private property. The public realm includes vehicle and

pedestrian right-of-ways such as streets and walkways, and public or civic space such as plazas or greens. Public realm enhancements will add to the character of major streets and quality of the pedestrian environment by including pedestrian-friendly non-contiguous sidewalks, landscaping features, shade trees, way-finding signs, street furniture and pedestrian-oriented lighting.

4.3 STREETScape

Goals

- Enhanced streetscape that defines the character and function of street corridors.
- Enhanced streetscape that supports pedestrian activity.

Discussion

Streets help define the urban form and public realm of the Community. Streetscape design can improve the pedestrian environment, enhance community character, help support activity centers, and increase connectivity within the community and to adjacent communities. Streetscape typologies will help establish a strong, recognizable design for entire street corridors within the Community and for segments of streets within each District or Village as shown on Figure 4-1.

Streetscape design will include widening existing sidewalks and designing new sidewalks to support pedestrian activity, street furniture and street trees, and landscaped medians, where possible. Sidewalk and walkway width and treatments will improve pedestrian conditions and increase connectivity within the community and to adjacent communities. These actions can be accomplished either through the acquisition of additional right-of-way or, redesign of existing right-of-way, with increased setbacks for new development. Cross-sections for existing streets will need to be individually designed since street widths, number of lanes, desired sidewalk widths, and existing physical constraints may vary from street to street.

Boulevards

Boulevards have a symbolic importance and help define the community's character, functioning as linear gateways and providing access to the community. Boulevards will be enhanced to create greater bicycle and pedestrian-friendly environment. The enhancements will provide the opportunity for linear parks, wider sidewalks and bicycle lanes depending on the location and available space. The Boulevard streetscapes will become enhanced linear gateways to the community and connect the districts and villages to the San Diego Bay, Mission Bay, San Diego River and increase community identity. Boulevards can include public space and linear parks as addressed in the Recreation Element.



Green Streets

Green Streets will link parks and public spaces to districts, villages and Boulevard Streets. Green Streets will have the opportunity to incorporate linear parks. Green Streets are envisioned to have a bicycle and pedestrian-orientation, street furniture, pedestrian-oriented street lighting and canopy shade street trees. Green Streets will incorporate streetscape enhancements to address urban runoff and allow storm water to replenish the groundwater system.

Main Streets

Main streets will serve as spines within districts and villages that can include office, retail and residential uses. Main streets will promote slow travel speeds and a pedestrian-friendly environment. The development of superblocks will allow the incorporation of Main Streets to promote pedestrian activity that supports storefronts.

Policies

- 4.3.1 Provide a non-contiguous sidewalk with a parkway or pedestrian buffer zone incorporating street trees between the street curb and sidewalk.
- 4.3.2 Provide pedestrian oriented lighting on streets with Boulevard, Main Street and Green Street typology, paths, at transit stops, and pedestrian nodes to enhance the safety and comfort of the pedestrian environment.
- 4.3.3 Include features to increase absorption of carbon dioxide, pollutants and storm water on Green Streets.

4.4 LINKAGES

Goals

- Enhanced pedestrian linkages to surrounding communities and Mission Bay, San Diego River Park and the San Diego Bay.

Discussion

Midway - Pacific Highway has a unique importance as the focal point connecting the City's central communities to the coastal communities. I-5 and I-8 separates Midway – Pacific Highway from the communities of Old Town San Diego and Uptown, and from major recreational and visual assets, such as Mission Bay and the San Diego River Park. Urban design techniques can be used to enhance the urban environment and reconnect regional assets outside of the community through design of the built environment. The Community Plan has identified linkages that provide connections within the community, to adjacent communities, and to adjacent regional parks and open space as shown in Figure 4-1.

Bay-to-Bay Link

The community has a unique location, with the San Diego River Park and Mission Bay to the north and San Diego Bay to the south. The Community Plan envisions the establishment of a Bay-to-Bay link, connecting San Diego Bay with Mission Bay, providing residents, employees, and visitors a defined route consisting of an enhanced streetscape, bicycle lanes and pedestrian paths leading from and to each Bay, and linking public spaces within the community, which can include linear parks.

The use of distinctive way-finding signage will guide residents and visitors through the community from Bay to Bay. The Bay-to-Bay link will be reinforced through streetscape enhancements and way-finding signage along Sports Arena Boulevard, Kemper Street, Barnett Avenue and Dutch Flats Parkway, and are described below.

In order to provide connection to the San Diego River and Mission Bay the Community Plan has identified two options. The near term option to enhance the connection along Sports Arena Boulevard, under the I-8 interchange. The long term option includes the extension of Kemper Street from Sports Arena Boulevard to Hancock Street, and providing a pedestrian and bicycle bridge connecting from the intersection of Kemper Street and Hancock Street to the San Diego River.

Sports Arena Boulevard – will serve as a linear gateway to the San Diego River and Mission Bay. Sports Arena Boulevard is envisioned to function as a Boulevard and a strong emphasis on multimodal transportation, to allow an enhanced movement of all modes of transportation. Sports Arena Boulevard's width is conducive of vehicular traffic and transit service, however, its pedestrian and bicyclist environment is detracted by the existing

shopping centers large parking lots fronting the street and the lack of a defined street wall.

The Community Plan envisions buildings fronting the street with the reconfiguration of parking lots will help define an urban street wall that will enhance the pedestrian environment. Enhancing the existing right-of-way and the removal of on-street parking will provide opportunities for wider sidewalks with double row of street trees, landscaped medians and protected bicycle lanes, where possible. The intersection of Sports Arena and Midway Drive serves as a gateway into the community from Mission Bay Park and Peninsula. Streetscape enhancements including landscaping will help define the character of this major entry point.

Kemper Street – Kemper Street, as a Green Street, will connect Kemper Community Village, Rosecrans District and Sports Arena Community Village to the Bay-to-Bay link. The extension of Kemper Street will be designed with wider sidewalks incorporating double row of trees to promote pedestrian activity. It will provide a link to San Diego River with a bicycle and pedestrian bridge or tunnel crossing I-8.

Dutch Flats Parkway – will be introduced as a new street within the Dutch Flats Urban Village, from Sports Arena Boulevard to Barnett Street. It will be designed as a Green Street with a pedestrian orientation, incorporate sidewalk widths, landscaping and street trees that are conducive of pedestrian and bicycle friendly environment.

Barnett Avenue – Barnett Avenue, as a Green Street, will serve as an essential component of the Bay-to-Bay link. Barnett Avenue leads to Liberty Station in the Peninsula community, which provides pedestrian and bicycle friendly paths to the San Diego Bay. Enhanced sidewalks with a buffer zone with street trees and active building design for non-commercial uses, along with bicycle lanes, will provide an enhanced environment for pedestrians and bicyclists. The intersection of Barnett Street and Truxtun Road will serve as a gateway into and from the community at Liberty Station.

Lytton Street – will be retrofitted as a Green Street, along with Barnett Avenue will serve as a connection to Liberty Station in the Peninsula community, leading to the San Diego Bay. Reducing curb cuts and sidewalk enhancements including a buffer zone with street trees will support a pedestrian-orientation. Lytton Street will serve as a connection between two major community linkages, the Bay-to-Bay link and La Playa Trail.

La Playa Trail

La Playa Trail was the main link between Old San Diego, the mission and the San Diego Bay. La Playa trail generally corresponds to present-day Rosecrans Street (see Historic Preservation Element). Rosecrans Street will function as a Boulevard that commemorates the historic La Playa Trail with consistent landscaped medians and street trees theme. The incorporation of

historic markers and signage along Rosecrans Street will help acknowledge the significance of La Playa Trail as the oldest European trail on the Pacific Coast and an ancient Kumeyaay path.

Removing on-street parking and enhancing existing right-of-way will provide opportunities for wider sidewalks and the incorporation of street trees. Rosecrans Street will reinforce the connection between the Old Town San Diego and Peninsula, regional assets, Presidio Park and Old Town San Diego State Historic Park in Old Town San Diego, and Liberty Station in the Peninsula community. The underpass at the intersection of I-5 and Rosecrans Street will have an enhanced pedestrian and bicyclist environment to improve the connection to Old Town San Diego and will serve as gateway to and from the community through enhanced sidewalks, murals, and pedestrian-oriented artistic lighting. The intersection of Rosecrans Street and Lytton Street serves as a gateway into the community from Peninsula. Streetscape enhancements including landscaping will help define the character of this major entry point.

Pacific Highway 101

The Community serves as a point of access for adjacent communities to the San Diego International Airport and Old Town San Diego. Historically, Pacific Highway has served as a regional conduit for vehicular traffic to Downtown. Pacific Highway's bridges, underpasses and frontage road are reminiscent of its character as a former highway, and detract from a pedestrian- and bicyclist-friendly environment. Redesigning these intersections will transform its character to become a boulevard with an enhanced pedestrian and bicyclist environment.

Pacific Highway is envisioned to have a strong emphasis on multimodal transportation, which will allow an enhanced movement of pedestrians, motorists and bicyclists within the community and to and from adjacent communities. It will serve as a linear gateway between Old Town San Diego and Downtown and the San Diego International Airport, and as a reminder of its role as the historic U.S. Highway.

Retrofitting Pacific Highway to become a Boulevard will include the reduction of lanes, incorporation of bicycle lanes, removal of the frontage road, reduction of curb cuts, and replacement of bridges and ramps with signalized intersections. This will provide opportunities for wider sidewalks that can include a double row of street trees, and the incorporation of landscaped medians and bicycle lanes.

The underpass at the intersection of I-5 and Pacific Highway will be retrofitted with enhanced sidewalks, murals, and pedestrian-oriented lighting for an enhanced pedestrian and bicyclist environment that improves the connection to Old Town San Diego will serve as a gateway to and from the community. The intersection of Pacific Highway and Laurel Street serves as a

gateway to and from Downtown, and the intersection of Pacific Highway and Barnett Avenue provides a gateway that leads into Midway from the Pacific Highway Corridor. Streetscape enhancements including landscaping will help define the character of this major entry points.

Midway Drive

Midway Drive serves as a connection from the coastal communities to Downtown San Diego. It serves as a linear gateway for vehicular traffic coming from Peninsula through West Point Loma Boulevard and from Mission Bay through Mission Bay West Drive. Midway Drive will be enhanced to function as a Boulevard to enhance the pedestrian connections to and from the coastal communities and between distinct districts and villages within the community. It is one of the community's main roadways with smaller width and slower vehicular speed. The acorn street lighting supports a pedestrian-oriented character and provides unique design theme for Midway Drive. Removing on-street parking and enhancing existing right-of-way will provide opportunities for wider sidewalks and the incorporation of street trees, depending space available.

Camino Del Rio

Camino del Rio will serve as a vehicular gateway to the community from I-5 and I-8, and connects to Rosecrans Street which commemorates the historic La Playa Trail. The existing median will be enhanced with landscaping and street trees that will help beautify the entrance to the community and reinforce a positive community character, and sidewalks will be retrofitted to facilitate pedestrian movement.

Washington Street

Washington Street provides a connection to and from the Uptown community. Washington Street will be retrofitted to serve as a Green Street and will serve as a linear gateway into the community. Hancock Transit Corridor will become a multi-use corridor served by the Washington Street Trolley Station, and improved access at Washington Street will promote pedestrian activity in the area.

4.5 STREET TREES

Goal

- Street trees that enhance the pedestrian environment and emphasize the character of the streetscape typology.

Discussion

Street trees are a significant and highly visual portion of the urban fabric, and are a vital part of the infrastructure system essential to the quality of life in an urban environment. Street trees will give a distinctive character to the community, and establish visual harmony and continuity along the street. The community street tree plan establishes individualized street tree concepts for major thoroughfares in the community.

Policies

- 4.5.1 Emphasize by a consistent selection of trees for each streetscape typology to establish a strong, recognizable themes.
- 4.5.2 Incorporate trees unique to Rosecrans Street to acknowledge the significance of as La Playa Trail.

4.6 WAY-FINDING AND SIGNS**Discussion**

The installation of a signage system will support the community's character, and support pedestrian and bicyclist environment. Signs will be used at various locations with different purposes, among them, to indicate pedestrian and bicycle linkages, commemorate history, guide vehicle traffic, and support the use of transit.

Policies

- 4.6.1 Consider community-specific design for way-finding signage to define pedestrian and bicycle linkages through the community.
- 4.6.2 Provide a system of clear and coordinated pedestrian and vehicular way-finding signage at gateways.
- 4.6.3 Incorporate historic markers and signage to acknowledge the significance of Rosecrans Street as La Playa Trail.

4.7 GATEWAYS**Goals**

- Community gateways that serve as clear entry points and “places” within the community.

Discussion

Gateways will enhance the sense of arrival and place within the community. A gateway can consist of a landmark, streetscape enhancement, lighting and signage, community marker, or unique landscape theme that creates a ceremonial entryway into the community. Gateways contribute to the visual experience of pedestrians, bicyclists and motorists, and can take a variety of forms including signs, sculptures, or architectural treatment. The potential gateways locations are into the community from the San Diego River, San Diego Bay, Mission Bay and Liberty Station, and from the adjacent communities of Old Town San Diego, Peninsula, Uptown and Downtown are shown on Figure 4-1.

Policies

- 4.7.1 Develop gateways features at major entrances to the community in conjunction with streetscape or open space enhancements.

- 4.7.2 Incorporate lighting and signage, community markers, or unique landscape themes to place emphasis as major community gateways along streets with Boulevard, Main Street and Green Street typology in key locations.
- 4.7.3 Encourage building elements and architectural expressions that emphasize community gateways for buildings that front onto community gateways.

4.8 BUILDING DESIGN

Goals

- Development that promotes an attractive urban environment with high quality design and materials.
- Improved visual aesthetics experienced throughout the community.

Discussion

The building form, mass, scale and materials of buildings will help define the distinct character of the districts and villages. The built environment will be characterized pedestrian-orientation building pattern. Building design will incorporate different modulations, articulations, transparencies and step backs, and the use of contemporary and high quality materials, with varying colors and textures, in order to provide buildings with visual interest and a pedestrian-oriented sense of scale.

Policies

- 4.8.1 Design buildings with a pedestrian-oriented sense of scale by differentiating the mass and scale of buildings with street frontages with well designed vertical and horizontal modulations.
- 4.8.2 Use contemporary and high quality materials for development regardless of the architectural style or building uses.

4.9 BUILDING / PUBLIC REALM INTERFACE

Goal

- A built environment that enhances the public realm and sense of place within the community.

Discussion

Active building design will provide areas for outdoor dining, shopping, and public spaces integrated as part of development, public art, textured walls, or enhanced landscape and paving treatments that invite pedestrians to visit ground floor retail. New development and the retrofitting of existing commercial centers will improve Community's character and create a human-scaled public realm. Building design along with setbacks provide the opportunity to create pedestrian nodes. Pedestrian nodes will be within the public realm or feature of a development. Pedestrian nodes in the

public realm will be created with enlarged sidewalk cross-section or pop-outs, combined with active building design.

Policies

- 4.9.1 Encourage building elements and architectural expressions that emphasize corner locations for buildings that front onto the intersections of streets with Boulevard, Main Street and Green Street typology with another street with Boulevard, Main Street and Green Street typology.
- 4.9.2 Provide building setbacks from property lines to allow for wider sidewalks and landscaping to create ground floor retail, pedestrian nodes or to mark building entrances or transit stations along streets with Boulevard, Main Street and Green Street typology to create active street frontages.

4.10 SUSTAINABLE BUILDING AND SITE DESIGN**Goal**

- Development that incorporates design techniques to enhance solid waste, energy, and water use efficiency.

Discussion

New buildings and retrofitting of existing buildings will need to consider designs that efficiently use energy and water and incorporate environmentally conscious building practices and materials. Incorporating energy and water efficient design into the overall site planning and individual building design will help to create a distinctive context sensitive architecture that will be unique to the Community. Land use and mobility sustainability policies are interspersed throughout the Community Plan.

Policies

- 4.10.1 Minimize building heat gain by minimizing impervious surfaces and vertical building and window shading techniques.
- 4.10.2 Maximize natural and passive cooling that builds on the proximity of the nearby San Diego and Mission Bays with the use of vents, ceiling vaults, and thermal chimneys to facilitate air movement.

CHAPTER FIVE

5 Economic Prosperity

Element

Economic development efforts create employment opportunities and functions as a catalyst to capture significant new development to enhance the quality of the community. A central location, transportation infrastructure, and variety of parcel sizes reinforce Midway - Pacific Highway as an economic sub-regional center. In 2008, the Midway - Pacific Highway had approximately 21,400 civilian employees. Government is the largest employment industry with about 27 percent of the total jobs, followed by professional and business services (14 percent), leisure and hospitality (12 percent), and retail trade (12 percent).

City, State, and Federal programs support economic development efforts to create job opportunities within the Community. An expanding and well-educated population, a positive business environment, and availability of sites for job-oriented land uses position Midway - Pacific Highway to capture new development with resulting economic benefits for the Community and the City. The General Plan identifies Midway - Pacific Highway as a sub-regional employment area and provides overall policies for economic prosperity. The policies in the General Plan and Community Plan provide a framework for economic development. The Land Use Element addresses industrial and commercial land uses, and provides recommendations for employment areas within the Community, and the Urban Design element provides direction to enhance the quality and appearance of commercial and industrial buildings and the urban realm.

Goals

- Efficient use employment and commercial lands that enhance the urban character community.
- Economic growth of defense industries and businesses that cater to the US Navy's Space and Naval Warfare Campus Facility.
- Economic wellbeing of locally-owned and operated businesses by utilizing economic development approaches and programs that benefit the local business environment.

Discussion

Midway - Pacific Highway has been an economic center for industrial and commercial uses since the 1930's. During World War II the community became a major employment center for aircraft and defensive manufacturing. Smaller warehouse and light manufacturing uses were developed on vacant land to support the

defense industry. Aerospace manufacturing ended with the closing of the General Dynamics plant along Pacific Highway in 1994 which resulted in a major economic loss to the Community and the City. Since the 1950's the Midway District has evolved into a major commercial district with large standalone auto-oriented retail uses due to the availability of large parcels, major arterials and the adjacent freeway system. The military is a major employer and are also an important part of the economic base within the Community.

Industrial and Heavy Commercial

The majority of industrial and heavy commercial businesses within the community are non-base sector employment uses that provide wide variety of repair, processing, and logistic services to other businesses within the City. The Community has approximately 4.4 million square feet of industrial/heavy commercial space. The Hancock Sub-District and the Pacific Highway District have small parcels that provide space in a central location for small and mid-size industrial and heavy commercial businesses including start-up local businesses. Consolidation of small parcels provides opportunities for businesses expansion and addition of employment.

Military

Midway - Pacific Highway has long been home to military uses. The two military installations in the community, US Navy's Space and Naval Warfare Systems Command (SPAWARS) and US Marine Corps Recruit Depot (MCRD), are both of national importance and particularly important to Midway - Pacific Highway and more generally to San Diego's economy. The defense research and development businesses are base sector employment uses that export services and products outside of San Diego. SPAWARS and the US MCR) bring federal expenditures into San Diego that helps to support the local economy. SPAWARS employs approximately 4,600 military and civilian employees and MCRD employees approximately 7,200 military and civilian employees. Defense research and development businesses provide support to the military research and development at SPAWARS. Commercial uses within the Community provide retail goods and services to uniform personal as well as military families residing at Gateway Village military family housing.

Office and Research & Development

Office uses have less of a presence in Midway - Pacific Highway with over 700,000 square feet of office space. The Community has a variety of office users including medical, professional, and defense related businesses. The Community Plan envisions that Dutch Flats Sub-District will provide office and research space for defense, high-tech, and clean-tech research and development businesses in a mixed-use urban environment as well as flex space for other businesses. The large parcels provide the ability to have large floor

plate campus type buildings within an urban environment located near transit, Downtown, the Airport, and the SPAWARS.

Retail Goods and Services

Commercial uses within the Kemper, Sports Arena, and Dutch Flat Sub-Districts provide important retail goods and services to residents within the community as well as adjacent urban and coastal communities due to their proximity to the freeway system and availability of larger commercial parcels. With over 4 million square feet of retail space, the Midway District is a major sub-regional retail center. Good urban design that enhances the public realm will attract consumers and provide a great sense of place within the community. The Community Plan envisions that existing standalone retail uses will infill with additional commercial uses and include a wider variety of non-retail uses including residential, public space, civic uses, and entertainment uses to function as multiple use nodes for public interaction, recreation, entertainment, and commerce. An efficient use of space will allow existing retail centers to replace surface parking with parking structures and active uses to create a “main street” like environment. Midway Drive within the Kemper Sub-District will also have main street environment with a mix of local and national storefront businesses that enhance the public realm and pedestrian activity.

Hotel and Visitors

Hotel and visitor uses have a strong presence in Midway - Pacific Highway due to its location close to the airport, freeways, transit, beaches, military installations, Sea World, Old Town, and Downtown. The Community has more than 1,330 hotel rooms that are primarily limited service hotels and motels and has the potential to have additional accommodations for the people visiting San Diego for work or pleasure.

Institutional

Government and non-government institutional uses are major employers within the Community. Along with the military, institutional uses include the San Diego Unified Port District, County of San Diego Health and Human Services Agency, San Diego Community College District, public and private education facilities, and senior citizen nursing care and veteran and homeless service providers.

Workforce Development

The West City Continuing Education Center, located within the Community and operated by the San Diego Community College District, provides vital hands on job training and certificate programs to prepare and education for specialized job skills. Urban Corps, which is also located within the Midway – Pacific Highway, is a locally-based nonprofit conservation corps that provides high school education and job training to young adults ages 18-25

Box 5-1: Business Incentives and Assistance

- **Enterprise Zone.** Provides businesses with major tax incentives if they create jobs or make other investments.
- **Historically Underutilized Business Zone.** Provides preferences on federal contracting to small businesses located in and employing staff who reside in designated census tracts.

Business Assistance and Incentives

The City works directly with key businesses in targeted industries to provide assistance and incentives that result in the retention and creation of jobs and investment in San Diego. A variety of City, State, and Federal incentives and assistance are available to businesses in Midway - Pacific Highway depending on their location as summarized in Box 5-1. The City promotes the expansion, attraction and retention of “clean-tech” businesses that develop products and technologies that provide environmentally sustainable solutions.

Policies

- 5.1.1 Encourage office, research and development, and other employment-oriented development base sector employment uses and supportive commercial and industrial services to locate within Midway - Pacific Highway as a Sub-Regional Employment Area.
- 5.1.2 Encourage visitor-oriented uses to provide rooms and amenities to serve a wide range of users, including tourists and business travelers.
- 5.1.3 Encourage economic growth of employment based industries and local businesses that provide services to the Space and Naval Warfare Systems Campus Facility.
- 5.1.4 Support the attraction, retention, and expansion of businesses that develop products and technologies which provide environmentally sustainable solutions.
- 5.1.5 Support the retention and expansion of small and mid-scale light industrial and employment-related uses to promote economic vitality at the district level.
- 5.1.6 Support the consolidation of parcels that facilitate expansion of businesses and additional employment opportunities.
- 5.1.7 Encourage the use of local, state, and federal programs to incentivize the retention and expansion of employment oriented businesses including small and mid-size and start up businesses within the Midway - Pacific Highway.
- 5.1.8 Support the retention and enhancement of the Marine Recruit Depot and Space and Naval Warfare Systems Campus Facility.
- 5.1.9 Support the growth and expansion of the West City Continuing Education Center to provide educational and job training programs.

CHAPTER SIX

6 Public Facilities, Services, and Safety

The Public Facilities, Services and Safety Element addresses the existing and future provision of public facilities and services within Midway - Pacific Highway and health and safety issues affecting the community. Midway - Pacific Highway has a range semi-public to public institutional uses that provide services to both the community and the City. The Community Plan discussion and policies supplement the citywide public facilities, services, and safety goals and policies in the General Plan. Public facilities and services related discussions and policies are also interspersed within other Community Plan elements. The Recreation Element addresses population-based parks and recreation facilities. The Economic Prosperity Element discusses the importance of military facilities within Community.

6.1 PUBLIC, SEMI-PUBLIC, AND COMMUNITY FACILITIES AND SERVICES

Goal

- Provision of public facilities to serve the existing and future residents and employees living and working in Midway - Pacific Highway.
- Diversity of semi-public facilities to support the community.

Discussion

An essential component for accomplishing the vision of Midway - Pacific Highway becoming a vibrant community and sub-regional employment center is a framework of public facilities and amenities. Parks, public spaces, and schools are vital to support a growing population and police and fire and rescue services are essential for safety. Facilities, such as Sports Arena and institutions of higher learning, act as catalysts for economic activity.

The City does not have land use jurisdiction over institutional uses owned by other government agencies. The Community Plan policies provide guidance public agencies when considering new and enhanced institutional facilities. When a government agency decides to close or relocate a facility, alternative land use and proposed non-institutional uses are subject to the City's land use jurisdiction.

Police, Fire, and Rescue

The existing facilities are sufficient to meet the community's future police, fire, and rescue services needs as addressed in Box 6-1. The Urban Design Element provides direction for the design of

Box 6-1: Police, Fire and Rescue Facilities

Police

- Western Division Station. Located in Linda Vista
- **Police storefront.** Located Midway

Fire and Rescue Stations

- **No. 20.** Located in Midway
- **No. 3 and No. 8.** Located in Uptown and serve the Pacific Highway Corridor

Box 6-2: Public Schools, Kindergarten to 12th Grade

Midway:

- **Dewey Elementary School.**
Kindergarten to 4th grade
- Dana Middle School. 5th to 6th grade
- Correia Middle School. 7th to 8th grade
- Point Loma High School. 9th to 12th grade

Pacific Highway Corridor:

The option to attend the schools listed above or the following schools:

- **Grant Elementary School.**
Kindergarten to 8th grade
- Roosevelt Middle School. 6th to 8th grade
- San Diego High School. 9th to 12th grade

buildings and public spaces that can contribute to an environment that deters unlawful behavior. While building design measures can reduce the demands on emergency service providers and help to make the community safe, they will not reduce the need for adequate police, fire, and rescue service capabilities.

Education and Library Facilities

San Diego Unified School District provides public education services at Dewey Elementary which is the only public elementary school located in the Community. The school primarily serves kindergarten to fourth grade students from military family housing at Gateway Village and adjacent neighborhoods. Students in the fifth to twelfth grade attend schools outside the community as shown in Box 6-2. Saint Charles Borromeo Academy provides private education from pre-kindergarten to eighth grade.

Smaller public charter schools may provide another option to the construction of larger non-charter public schools. Dewey Elementary may have the opportunity to incorporate a compact school design with a second story to make efficient use of land by increasing classrooms while still maintaining outdoor playground and field areas. The Recreation Element addresses the potential of enhancing the court and field areas as a joint use recreational facility for the community during non-school use.

The San Diego Community College District provides job training and adult education services at the West City Continuing Education Center in the Kemper Sub-District. Midway - Pacific Highway has potential for increasing the presence of higher learning vocational establishments with special focuses or satellites of the major universities. The Point Loma/Hervey Library in the Peninsula community and the Mission Hills Library in the Uptown community provide libraries services to the Midway - Pacific Highway community.

Community Facilities

A functioning diverse urban environment where needs can be met without driving includes community semi-public facilities such as places of worship, child care, senior centers, and space for community and civic organizations. As Midway - Pacific Highway evolves, these types of community spaces will contribute to the vitality and livability of the Community when designed to enhance the public realm and support pedestrian activity and transit use.

Policies

- 6.1.1 Support the continuation of a police storefront within Midway - Pacific Highway.
- 6.1.2 Support the continuation of Fire Stations No. 20, No.3 and No.8 in order to maintain sufficient fire and rescue services.

- 6.1.3 Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within Midway - Pacific Highway as needed.
- 6.1.4 Support the establishment of public charter schools. Support the efficient use of land at Dewey Elementary by increasing classrooms while still maintaining outdoor playground and field areas.
- 6.1.5 Ensure that new or expanded buildings and public or semi-public services on designated institutional land are compatible with the surrounding land uses.
- 6.1.6 Support a process to allow the public to have the opportunity to guide long-term uses of publicly owned community serving facilities.
- 6.1.7 Consider alternative land uses for institutional uses in the event that existing institutional uses close or relocate.
- 6.1.8 Encourage location of community facilities in mixed-use buildings that enhance the public realm and support pedestrian activity and transit use.

6.2 MAINTENANCE, LANDSCAPING, AND LIGHTING

Goal

- Provision of maintenance, landscaping, and lighting to serve the existing and future residents and employees living and working in Midway - Pacific Highway.

The City provides standard street lighting, trash removal, street sweeping and maintenance efforts within the public right-of-way. The Urban Design and the Mobility Elements contain policies to enhance the public realm with landscaped streets, medians, and pedestrian oriented lighting. Pedestrian oriented lighting gives pedestrians a safer environment, promotes night use of commercial shopping areas and transit, and increases citizen perception of safety from crime. Maintenance Assessment Districts provide property owners with the opportunity to assess themselves to pay for enhanced improvements, maintenance, services and activities in an area or the entire community beyond City standard services.

Policies

- 6.2.1 Provide adequate lighting to ensure that commercial and industrial areas have an increased level of street lighting to enhance security and safety.
- 6.2.2 Consider the establishment of a Maintenance Assessment District to install and maintain landscaping and lighting and provide maintenance services beyond City standard services.

6.3 HEALTH AND HUMAN SERVICES

Goals

- Dispersion of human services facilities within Midway - Pacific Highway and throughout the City and region.
- Ensure human service services are compatible with adjacent uses.
- Integration of health care facilities near transit that provide a range of services to Midway - Pacific Highway and the coastal area communities.

Discussion

The need for human services crosses all economic and social strata and the range and scope of services vary. The Community has facilities that assist those with extreme needs and others that target more independent populations in need of specialized services such as counseling, education, and job training. Midway - Pacific Highway has the potential areas for future health care services for existing and future people living in the community and adjacent coastal communities.

Human Services

Midway - Pacific Highway has human service facilities that provide shelter, meals, counseling, job training, youth programs, and mental and public health to help to improve the quality of life. Human service providers can play essential role in assisting the prevention of homelessness. Human service providers with facilities that lack comprehensive care services, such as shelter, restrooms and onsite counseling, can result in camping, loitering, public drunkenness, outdoor urinating, panhandling, and sometimes criminal behavior off-site that affects the Community. The human service facilities in the Community that do not generate these types of impacts should be looked at as models for the future.

Health Care

Health care facilities within the Midway - Pacific Highway that provide a range of services will increase the livability of the community and reduce the need to travel outside of the community. The Community does have convalescent and assisting living facilities. Paralleling regional trends, a large portion of the population is aging and in need of accessible health care facilities. While the location of hospitals in Uptown greatly benefits the Community, medical care facilities with clinics and urgent care services in closer proximity to Midway - Pacific Highway and the adjacent coastal communities are beneficial for health and accessibility purposes. The Kemper Sub-District near existing medical office uses or the Dutch Flats Sub-District with larger parcels would be suitable locations for future medical care facilities.

Policies

- 6.3.1 Consider future human services facilities within areas designated for heavy commercial and urban industrial.
- Minimize impacts to adjacent land uses and the Community while balancing the provision of services to populations in need of assistance.
 - Require a plan to demonstrate operations, facilities, and protocols to avoid offsite impacts from clients such as litter, outdoor toileting, loitering, camping, and outdoor lining up.
 - Require that homeless facilities provide a continuum of care approach or a collaboration whereby multiple services are provided onsite such as meals, shelter, education, job training, and counseling services.
- 6.3.2 Encourage health care facilities that provide a range of services that include, but are not limited to a small hospital, urgent care, and clinics to meet the needs of residents, visitors, and employees within community commercial, mixed-residential commercial, and business park areas.

6.4 HEALTH AND SAFETY

Goal

- A safe and livable environment by ensuring new development reduces and avoids risks posed by geologic, seismic, and hazard materials conditions as part of the planning, design, and construction process.

Discussion

Health and safety issues stem from Midway - Pacific Highway's location within an earthquake-prone region, proximity to an international airport, noise from transportation systems, and residual hazardous materials from past development and activities. Reducing or avoiding risks associated with these conditions will create a safer, more livable environment. The need to proactively address health and safety concerns is underscored by the Community Plan's guiding principle to enhance community character and image with a mix of new residential and employment uses. This potentially increases the number of people exposed to risks, and the possibility of creating new threats. The Land Use and Noise Elements address airport land use and noise compatibility respectively.

Seismic

The most prominent fault is the Rose Canyon Fault Zone that crosses southern portion of the Pacific Highway District in a complex pattern of active and potentially active fault traces. Figure 6-1 illustrates the Community's geological and seismic hazards. The use of landscaping or passive public space can be incorporated into the site design on active fault areas.

Box 6-3: Development near Geological and Seismic Hazards

Seismic:

The City requires a geologic study for proposed developments in earthquake fault zones – extending between 200 and 500 feet on both sides of known potentially and recently active fault traces. The State prohibits the construction of buildings for human occupancy across active fault traces or within 50 feet on either side unless geological investigation proves there are no traces present

Liquefaction:

The City requires development projects provide geologic investigations within high liquefaction hazard zones and appropriate mitigation measures.



Geological

Artificial fill placed decades ago without any to minimal engineering controls underlies a majority of the Midway District. The potential for liquefaction is higher within Midway District. Liquefaction occurs when soil loses strength and stiffness in response to applied stress.

Hazardous Materials

New development could encounter isolated soil and/or water contamination on properties with past uses that include, but are not limited to: businesses that contained heavy industrial, manufacturing, or commercial uses, abandoned gas stations, former dry cleaners, former auto repair facilities, former fuel tanks, and other commercial properties where toxic substances may have been stored or used. These types of sites may have been remediated; however, not to the level to allow such uses as residential. The City may require additional remediation depending on the proposed use and existing conditions of the property.

Policies

- 6.4.1 Provide passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.

- 6.4.2 Require documentation of hazardous materials investigation addressing site and building conditions during the review of development projects.
- 6.4.3 Conduct site remediation on property that had operated with industrial or heavy commercial uses to reduce issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors.
- 6.4.4 Prohibit on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.
- 6.4.5 Seek State and Federal funding and other assistance and incentives for hazardous materials site remediation.

CHAPTER SEVEN

7 Conservation Element

The General Plan provides sufficient conservation goals and policies to manage, preserve, and wisely use the natural resources within the Community. The conservation related discussions and policies are interspersed within the Community Plan and focus on specific community related conservation aspects. The Conservation Element discusses the Community Plan elements that contain conservation policies.

Goal

- Consider the environment when planning and designing developments and public improvements by including sustainability features to efficiently use natural resources.

Discussion**Climate Change and Sustainability**

Climate change is a potential major issue that could affect the health and longevity of the environment within the City. The General Plan discusses climate change and provides a broad range of policies designed to reduce greenhouse gas emissions. Climate Mitigation and Adaptation Plan addresses mitigation and measures to proactively prepare for a range of anticipated climate change impacts. Midway – Pacific Highway could be affected by sea level rise due to global climate change.

The Community Plan envisions Midway - Pacific Highway with mixed and multiple use commercial, employment and residential areas serviced by transit and connected with a network of Green Streets to reduce the emissions that contribute to climate change. The Urban Design, Land Use, Mobility Elements provide policies to improve the pedestrian and bicycling environment throughout the community to provide residents, employees, and visitors with attractive alternatives to driving, thus reducing vehicle miles travelled and fostering a healthy community. The Urban Design Element also provides policies to improve sustainability into the overall site planning and individual building design.

Open Space and Landform Preservation

Midway - Pacific Highway is an urbanized community without any open space with a gentle slope along the northwest boundary with the Peninsula community. The Land Use, Recreation, Urban Design, and Mobility Elements contain policies to enhance urban greening and provide connections to regional open space areas adjacent to the Community. The Land Use Element provides a policy to provide a setback along the slope with the Peninsula community.

Coastal Resources

The community is adjacent to the San Diego River, Mission Bay, and San Diego Bay. A small portion of the Pacific Highway Corridor is within the Coastal Zone and the land use jurisdiction of the San Diego Unified Port District. The Land Use Element provides policies addressing access and views to coastal resources. The Community Plan envisions pedestrian and bicycle friendly connections between San Diego River, Mission Bay, and San Diego Bay to enhance access to coastal resources with policies in the Mobility Element.

Water Resources

The San Diego region is a semi-arid coastal climate with limited local water resources and storage capacities, requiring the City to rely heavily on importing water from the Colorado River and Northern California. Since the City has no direct control over the amount of water it can import, it is important that the water which is available be used as efficiently as is possible. The Urban Design Element provides policies addressing water conservation for buildings and site design.

Urban Runoff Management

Urban runoff occurs when water from rainfall or manmade operations flows over impervious surfaces and then makes its way into the storm conveyance system from where it can eventually enter into the San Diego River, Mission Bay, San Diego Bay and ultimately the Pacific Ocean. Urban runoff carries pollutants that are picked up by the water as it flows over urban surfaces. The diverse origins and types of runoff pollution make it very difficult to treat, so pollution prevention is a key strategy to maintain our region's water quality. The Urban Design Element contains policies to promote low impact development design strategies into the overall site planning, parking area design, and streets to help prevent pollutants from entering storm water and urban runoff. The Recreation, Urban Design, and Mobility Elements provide policies and recommendations for designing new streets and retrofitting existing streets as Green Streets to capture storm water in landscaped areas.

Air Quality

Health problems associated with poor air quality are especially significant for children, the elderly, and persons with respiratory problems. In the San Diego region, fossil fuel burning vehicles is the primary source of air pollution. The promotion of alternative modes of transportation can help reduce the air pollution emissions generated by motor vehicles. Mobility Element provides policies promoting the use of alternative modes of transportation, including public transit, walking, bicycling, car sharing, car and van pooling, and telecommuting. Urban Design Element contains policies to promote landscaping into the overall site planning and street trees to increase absorption of carbon dioxide and pollutants.

Sustainable Energy

Creation of clean, renewable, and sustainable local energy resources provides environmental benefits and increases economic certainty and stability for residents and businesses. The Urban Design Element provides policies addressing sustainable energy for buildings and site design and building materials.

Urban Forestry

The urban forest is comprised of publicly and privately owned trees within the Community. As the amount and size of trees in the community increases, so will the benefits. These benefits include lower energy consumption resulting from reduction in the size of the urban heat island; reduced storm water runoff through absorption of water by the trees; improved air quality achieved as the trees convert carbon dioxide into oxygen, and an improved pedestrian environment created by providing pedestrians protection from the heat and glare of the sun. Refer to the Urban Design Element, for further direction on street trees.

CHAPTER EIGHT

8 Recreation Element

The Recreation Element supports the implementation of the General Plan and provides a comprehensive parks strategy intended to meet the community's park needs by including goals and policies to guide the development of parks and recreational facilities within Midway - Pacific Highway through the planning horizon.

Goals

- A sustainable park and recreation system that meets the needs of the diverse variety of users in the community, of all ages and abilities.
- Provision of parks and recreation facilities that keeps pace with the population growth through timely acquisition and development.
- A network of parks and recreational facilities that are accessible by multiple modes of transportation and connect to regional recreation and open space areas.

Discussion

Midway - Pacific Highway's land use pattern reflects its industrial and commercial evolution and does not have any parks, recreation facilities, or open space. The existing residential uses were developed without any parks for the community's residential population. Midway - Pacific Highway's location provides residents, employees and visitors with access to regional recreation, open space, and cultural destinations, including the San Diego Bay, Mission Bay Park, San Diego River Park, NTC Park, Presidio Park, and Old Town San Diego State Historic Park.

The Community Plan seeks to connect districts and villages to the regional recreational areas and open space areas with boulevards and green streets. Linear parks along these connections can serve as gateways providing a sense of arrival into the community. It fosters re-establishing the community's historic relationship to Presidio Park, San Diego Bay, Mission Bay Park and San Diego River Park.

The Community Plan envisions a system of parks and recreational facilities that will enhance the community character and create a sense of place by providing opportunities for social interaction and spaces for passive and active recreation for residents, employees, and visitors. The Recreation Element policies coincide with the Urban Design Element and the Mobility Element in that they seek to enhance the public realm, with the incorporation of linear parks along existing streets improved to emphasize walking and bicycling, and the development of linkages between parks in the community and to regional recreational areas and open space.

The Recreation Element aims to capitalize on the unique assets afforded by the Community's location, by supporting an outdoor-

Box 8-1: General Plan Park and Recreation Facilities Needs

The General Plan Park and Recreation Facilities Guidelines require the following acreage for population-based parks, recreation centers and aquatic complexes based on the total residential population of the community (based on the planning horizon), including the Gateway Village military population.

- **Population-Based Parks**
- A minimum of 2.8 useable acres per 1,000 residents.
- A total household population of 11,000 results in a need for 30.8 acres of population-based parks to meet General Plan standards for Community and Neighborhood Parks.
- **Recreation Center**
- A minimum of 17,000 square feet per recreation center to serve a population of 25,000.
- A total household population of 11,000 results in the need for 44 percent of a 17,000 square feet (7,480 square feet) recreation center to meet General Plan standards.
- **Aquatic Complex**
- An aquatic complex serves a population of 50,000.
- A total household population of 11,000 results in the need for 22 percent of an aquatic complex to meet General Plan standards.

focused ambiance that emphasizes pedestrian activity and gathering places to enhance the community's identity and livability. The Community Plan envisions urban-oriented parks and recreation facilities that will become focal points and serve as building blocks for future mixed- and multiple-use developments at the sub district level and support pedestrian-oriented land use pattern.

The Community Plan's park strategy, to meet the General Plan park and recreation facilities guidelines, addressed in Box 8-1, includes the combination of population-based parks and park equivalencies and joint-use recreational facilities that are accessible to the public and recreation facilities. The strategy is tailored to meet the diverse needs of the existing and future residents, employees and visitors of the community. It also acknowledges that the community is developed and that strategic park placement and development is essential to maximize accessibility and use of limited land resources. Figure 8-1 shows the potential location of future parks within Midway - Pacific Highway. The actual park location and configuration may change as a result of future private and public project development. The General Plan park standards and recreation facilities guidelines are addressed in Box 8-1.

Population-Based Parks and Recreation Facilities

The General Plan describes a range of population-based parks, their guidelines and typical components are outlined in Table RE-2 – Park Guidelines. The Community Plan park strategy focuses on the following population-based parks: neighborhood parks, mini parks, pocket parks, special activity parks and plazas, which along with park equivalencies will provide for the population-based park acres required to serve the future population.

The Community is anticipated to have a household population of 11,000 people by the plan horizon year. A Community Park is not planned for Midway-Pacific Highway due to the future size of the community; however, active recreation and sports fields can be accessed at NTC Park within Liberty Station. Neighborhood parks of 3 to 13 acres can serve a population of up to 5,000 within approximately 1 mile; mini parks of 1 to 3 acres can serve population within approximately ½ mile; Pocket Parks of less than 1 acre can serve population within ¼ mile; and special activity parks can include skateboard parks and off-leash dog parks.

The existing land use pattern represents a combination of large superblocks within the Sports Arena Community Village and Dutch Flats Urban Village and small to medium blocks are located within the community. The Community Plan envisions a diverse mix of neighborhood parks, mini-parks and plazas as focal points for future employment, mixed-use or multiple-use development at the superblocks. Infill development on small to medium blocks provides the opportunity to include mini parks, special activity parks and pocket parks to meet the population-based park standards and enhance the livability of the districts and villages.

- **Population Based Parks.** Neighborhood parks, mini parks, pocket parks, special activity parks, and plazas will benefit new commercial, employment, and mixed-use developments and help these developments become vibrant activity centers. The incorporation of active building design, which can include: outdoor dining and shopping, and outdoor uses such as a marketplace and/or a cultural gallery adjacent to proposed parks and plazas. Lobbies, offices and retail areas will be designed to support active uses on ground floors and enhance views and access towards parks and plazas. The incorporation of active uses on the edges of recreational amenities will result in an enhancement of the interface between buildings and the public realm. Active uses will help define access, and provide natural surveillance of the parks and plazas which can enhance safety. Increased adjacent pedestrian activity will attract more users to the recreational facilities and to the uses that surround it that can result in economic benefits to businesses.
- **Recreation Center.** A recreation center will be shared with the Peninsula Community and could be located at NTC Park at Liberty Station or at another location within Midway - Pacific Highway. The Recreation Center could provide a gymnasium, indoor courts, multi-purpose rooms, kitchen and other community-serving facilities.
- **Aquatic Complex.** An aquatic complex will be shared with the Ocean Beach and Peninsula Community. The location of this shared facility is planned to be located at the NTC Park at Liberty Station. The Aquatic Complex will provide a 25 to 50 meter pool and supporting facilities that includes a pool building with a reception area, restroom, showers, meeting rooms, lockers and storage.

Park Equivalencies

Midway - Pacific Highway is an urban community with limited land available to meet the current park needs of its population. Park equivalencies represent an alternative method of providing population-based parks where limited land availability may make meeting General Plan standards for parks infeasible. The Community Plan foresees the use of park equivalencies, as outlined in Table 8-1, to meet existing and future park needs. Park equivalencies must be consistent with General Plan park equivalencies criteria towards satisfying the community's population-park needs.

- **Non-Traditional Parks.** Non-traditional park sites, such as linear parks and rooftops, make efficient use of land by providing opportunities for recreational facilities with other compatible private and public developments.
 - Linear Parks, are typically longer than wide, and can be adjacent to tree lined green streets that provide people

with a place for relaxation and social interaction.

Recreation amenities can include public art, water features, fitness stations, enhanced paving, seating walls, site furniture, jogging trails and bike paths separated from the primary pedestrian sidewalk. These parks could be developed through the acquisition of additional right-of-way adjacent to the green streets and boulevards.

- Rooftops of buildings, or the top of parking structures, could include recreational uses, such as multi-purpose courts, landscaped seating areas with site furniture for social interaction or passive recreation and should be encouraged during the development process.
- **Privately-Owned Parks.** Privately-owned parks provide outdoor and/or indoor recreational facilities that allow for public use through agreements, public use easements, and/or other applicable legal instruments that remain in effect in perpetuity. Park amenities would be similar to neighborhood parks. Indoor facilities can include exercise rooms or fitness facilities, multi-purpose courts, and/or meeting rooms. These parks can enhance the community character by providing public spaces for social interaction. Private open space required of development, such as balconies, setbacks, courtyards, are not a park equivalency.
- **Joint-Use Facilities.** Recreational facilities are jointly shared between different city departments or other public agencies, such as the School District, Caltrans, and not-for-profit private entities. Joint-use facilities require a City Council-approved long-term joint use agreement with the other agency or entity. Amenities could include children's play areas, multi-purpose turf areas, and multi-purpose courts and/or sports fields.
 - The multi-purpose court and playfield at Dewey Elementary School has the potential for a joint use facility with park-like amenities with public access to the field and courts after school hours and on weekends and holidays. Improvements to the field and courts will also enhance the recreational experience for the school students.
 - Federally-owned remnant land adjacent to Dewey Elementary School and the Gateway Village Housing could be developed into a joint use pocket-park with picnic areas and paths and landscaping to provide a connection to the Dutch Flats linear park.
 - Caltrans right-of-way adjacent to I-8 within the Coastal Zone could be developed into a mini-park to provide the community with neighborhood park amenities. Use of this area will require Caltrans cooperation. Access to the park would be from the San Diego River Pathway or a

- new pedestrian/bicycle connection from the Sports Arena Community Village.
- The Port District property within the Port Tideland could provide an opportunity for a joint-use facility within the Pacific Highway District.
- **Portions of Resource-Based Parks.** Community oriented parks can be located in a portion of resource-based park contiguous to the community, if consistent with the applicable resource-based park master plan. Mission Bay Park includes a section of the San Diego River Park Pathway along the flood channel within the Coastal Zone. Park amenities located along the pathway could be added that includes benches, picnic areas, exercise equipment, and interpretive/educational signs about the Southern California Wildlife Preserve. Connections to the San Diego River Pathway could be provided at Sports Arena Boulevard or a pedestrian and bicycle connection below or above under I-8.

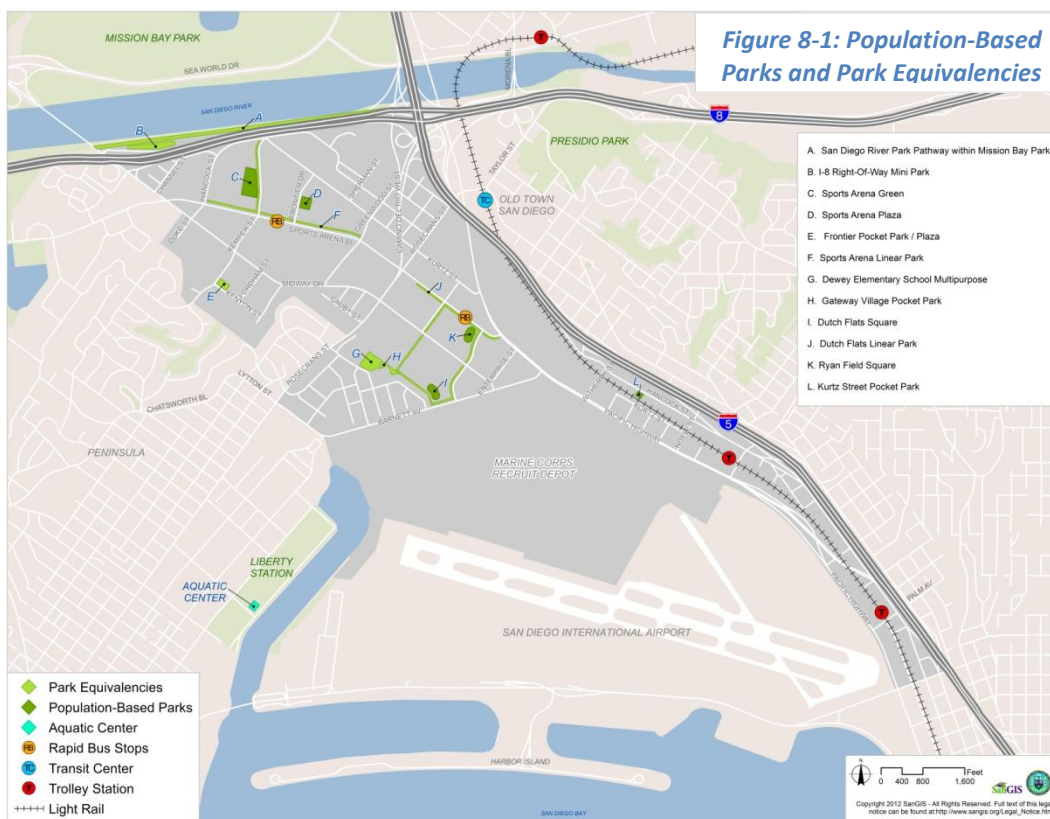


Table 8-1:
Proposed Population-based Parks and Park Equivalencies

Proposed Population-based Parks and Park Equivalencies	Useable Park Acres	Typical Recreational Components and Amenities
Population-Based Parks		
<i>Neighborhood, Mini-parks and Pocket Parks</i>		
Sports Arena Green	3.00	Plazas, paths, children's play area, security lighting, site furniture, picnic areas, comfort station, landscaping, etc.
Dutch Flats Square	1.00	Turf areas for unstructured play, picnic areas, children's play area, small multipurpose courts, paths, landscaping, security lighting, etc.
Ryan Field Square	1.00	Turf areas for unstructured play, picnic areas, children's play area, small multipurpose courts, paths, landscaping, security lighting, etc.
Sports Arena Plaza	1.00	Primarily hardscaped, picnic areas, paths and landscaping for cultural and community events.
Kurtz Street Pocket Park	0.25	Children's play area, security lighting, site furniture, picnic areas, landscaping, etc.
Sub-Total	6.25	
Park Equivalencies		
<i>Non-Traditional Parks -Linear Parks</i>		
Dutch Flats Urban Village	4.00	Site furniture, fitness stations, game tables, public art, water features, seat walls, paths, landscaping, etc.
Sports Arena Community Village	3.00	Site furniture, fitness stations, game tables, public art, water features, paths, landscaping, etc.
<i>Joint-Use Parks</i>		
Dewey Elementary School Multipurpose	1.50	Multi-purpose hard courts, children's play area, synthetic turf playfield
Gateway Village Pocket Park	0.60	Paths, security lighting, site furniture, picnic areas, landscaping, etc.
I-8 Right-of-way Mini Park	2.00	Neighborhood park amenities within the Caltrans I-8 Right-of-Way
Frontier Pocket Park / Plaza	0.50	Primarily hardscaped, paths and landscaping.
<i>Portions of Resource-based Parks</i>		
San Diego River Park Pathway within Mission Bay Park	5.00	Interpretive signs, picnic areas, seating and exercise equipment along the San Diego River Pathway
Sub-Total	16.60	
Total Proposed Park Acreage	22.85	

Table 8-2 and Figure 8-1 summarize the proposed population-based parks and park equivalencies to supplement the population-based park inventory. The future parks and park equivalencies will address a majority of the population-based parks needs. The remaining park acre deficit will be addressed by land acquisitions, donations, and development proposals. The proposed park equivalencies will include public and private partnerships. Additional opportunities to increase population-based parks and park equivalencies, in a manner consistent with the Community Plan goals and policies, may arise through the development process.

Table 8-2: Midway - Pacific Highway Proposed Population-Based Park Summary

Proposed Population-Based Parks and Park Equivalencies	Useable Park Acres
Existing Population-Based Parks	0.00
Proposed Population-Based Parks	6.25
Proposed Park Equivalencies	16.60
Total Park Acreage Proposed	22.85
<i>Total Park Acreage Required for planning horizon</i>	<i>30.80</i>
Population-based Park deficit	7.05

Policies

- 8.1.1 Pursue land acquisition for the creation of public parks with an effort to locate parkland within villages that promotes connectivity, safety, public health and sustainability.
- 8.1.2 Encourage new infill developments throughout the community to satisfy park requirements by incorporating population-based parks such as public plazas, mini parks, pocket parks, and special activity parks within their building footprint or on site, or park equivalencies either privately or publicly-owned within the Village areas.
- 8.1.3 Pursue linear parks adjacent to green streets or pedestrian paths as a component of the recreational system.
- 8.1.4 Consider special activity parks on a case by case basis including, but not limited to skateboard, off-leash dog parks and other unique uses.
- 8.1.5 Coordinate with the San Diego Unified School District to explore opportunities to provide joint-use at the Dewey Elementary School.
- 8.1.6 Coordinate with the San Diego Community College District to explore opportunities to create Frontier Park as a joint-use pocket park or plaza use a portion of the undeveloped parcel adjacent to the Continuing Education Center.
- 8.1.7 Coordinate with the Federal Government to explore opportunities to create Gateway Village Park by incorporating the undeveloped land adjacent to Dewey Elementary School and the Midway Post Office as part of a joint-use park.
- 8.1.8 Coordinate with MTS to explore opportunities to create Kurtz Street Pocket Park use a portion of the MTS storage parcel adjacent Kurtz Street.
- 8.1.9 Coordinate with the San Diego Unified Port District to explore opportunities to provide a joint-use park on Port District property along Pacific Highway for the use of Port visitors and the public.

- 8.1.10 Provide park equivalencies along the San Diego River Pathway.
- 8.1.11 Coordinate with Caltrans to explore opportunities to develop a mini- park along the San Diego River Pathway near Sports Arena Boulevard and I-8.
- 8.1.12 Collaborate with the community and special interest groups to explore opportunities to relocate the private skateboard park at Washington Street to a new location within the community, should the Pacific Highway Bridge at Washington Street be reconfigured to an at-grade intersection.
- 8.1.13 Encourage commercial, office, and residential development to include outdoor seating and cafes around or adjacent to proposed parks and recreational facilities to create pedestrian- orientated activity centers.
- 8.1.14 Increase recreational opportunities by acquiring and developing land through street vacations, where appropriate, to provide pocket parks.
- 8.1.15 Promote safety of the community’s parks by providing park designs that incorporate the City’s “Crime Prevention Through Environmental Design” (CPTED) measures as addressed in the Urban Design Element.
- 8.1.16 Require a nexus study for employment-based uses within the Sports Arena Community Village and Dutch Flats Urban Village to identify an equitable proportion of their contribution to the development of park and recreation facilities within the village.

CHAPTER NINE

9 Noise Element

The General Plan provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. The General Plan provides sufficient policy direction for noise-related issues. The policies in the Community Plan focus on specific noise land uses compatibility issues. Noise sensitive land uses include residential and schools for children.

Goal

- Consider existing and future exterior noise levels when planning and designing developments with noise sensitive uses to avoid or attenuate excessive noise levels.

Discussion

Midway - Pacific Highway is an urban community with a mix of uses and major transportation facilities. The community has a higher ambient noise level from commercial, industrial, freeways, major streets, aircraft operations, and rail operations. Figure 9-1 illustrates the projected future noise contours from freeways, major roads, and rail lines. The noise contours do not reflect changes in noise levels due to topography such as the freeway elevation above ground level or other physical barriers including vegetation, walls, or buildings. The Airport Land Use Compatibility Plan contains the noise contours for the San Diego International Airport.

Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. The General Plan specifies that noise levels at or below 70 dBA are conditionally compatible for multi-family residential uses if sound attenuation measures are included to reduce the interior noise levels to 45 dBA. Typical attenuation measures are addressed in the General Plan. Box 9-1 provides site planning recommendations for mixed or multiple use developments to address commercial, industrial, and motor vehicle related noise.

Commercial and Industrial Activity

Noise from light industrial and heavy commercial uses and other outdoor uses can affect areas beyond adjacent uses; however, the affect from stationary noise sources is fairly limited to the immediate surroundings. Industrial activity noise is either emitted on-site or through the distribution of goods and materials to and from the site. Where residential and other sensitive receptor uses are present or

Box 9-1: Site Planning Noise Recommendations**Building Setbacks.**

Use along streets with high noise levels to increase distance between the street and residential buildings. Refer to the Urban Design Element and Mobility Element to provide opportunities to use the setbacks to enhance the urban realm and pedestrian environment.

Site Design.

For mixed-use and multiple use developments with larger sites (refer also to the Urban Design Element):

- Locate non-residential buildings along streets with high traffic noise levels to shield residential buildings.
- Separate or shield residential buildings from delivery areas for non-residential buildings.

proposed, the potential for noise impacts from commercial and industrial activities are important to evaluate, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels as addressed in Box 9-1.

Motor Vehicle Traffic Noise

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Major roadways that include I-8, I-5, Rosecrans Street, Camino Del Rio West, Pacific Highway, Midway Drive, and Sports Arena Boulevard are the primary sources of motor vehicle noise within the community. Noise from trucks driving within, or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Midway - Pacific Highway is affected by truck traffic associated with industrial and commercial land uses and the San Diego International Airport. Trucks in general generate more noise than cars and light trucks. Heavy trucks that support Airport freight operations tend to generate more noise than medium trucks that support commercial and light industrial uses.

Rail Noise

Rail noise is a source of noise in the community. Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate high, relatively brief, intermittent noise events within the vicinity of at grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn “quiet zones.” This requires the implementation of safety measures to compensate for the loss of the train horn usage. Additionally, the Mobility Element supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing which will reduce the noise level.

Aircraft Noise

Aircraft noise and overflight of aircraft from San Diego International Airport (SDIA) affects Midway - Pacific Highway. Aircraft noise can affect people living and working in Midway - Pacific Highway at varying degrees, depending on a person’s level of annoyance. The SDIA prohibits most late night takeoffs to help limit noise impacts and maintains the Quieter Home Program to retrofit existing homes in areas above the 65 dBA CNEL airport noise to reduce interior noise levels to an acceptable level. The community is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for SDIA. The Airport Land Use Commission (ALUC) for San Diego County prepares the ALUCP. Aircraft noise is one of the factors that the state-required ALUCP addresses with established policies for land use compatibility, as

discussed in the Land Use Element. The General Plan conditionally allows future multiple unit and mixed-use residential uses in the areas above the 65 dBA CNEL airport noise contour within the Airport Influence Area for SDIA to maintain and enhance the character and urban form.

Event Noise

Events at the Sports Arena can provide benefits to the community's residents and businesses through the creation of unique venues for entertainment. Events have the potential to generate noise adjacent to the Sports Arena. The noise level for activities at the Sports Arena is highly variable depending on the event.

Policies

- 9.1.1 Establish a train horn “quiet zone” at the Washington Street and Noell Street at grade rail crossings as an interim measure to roadway-rail grade separation.

Figure 9-1: Projected Road and Rail Noise Contours

Figure 9-1 to be inserted later.

CHAPTER TEN

10 Historic Preservation Element

Goals

- Commemorate the Community's historic context.
- Preserve the Community's historic buildings

The Historic Preservation Element includes specific policies addressing the historical resources unique to Midway - Pacific Highway. These policies build upon the General Plan. The Community Plan Introduction contains a discussion of the Community's history in an effort to provide an understanding of the nature of the issues addressed throughout the document. The Historic Preservation Element provides a historic context and a discussion of designated historical resources and potentially significant historical resources. Figure 10-1 shows the location of historic and cultural resources in the community.

Historic Context**Prehistory**

Archeological remains have evidenced that Native American people has lived in the San Diego region approximately since 8500 BC. The earliest archaeological remains are believed by some investigators to represent a nomadic hunting culture, a gathering culture which subsisted largely on shellfish and plant foods from the abundant littoral resources of the area which later changed to a semi-sedentary lifestyle with limited horticulture. The Kumeyaay people are descendents of the Native American whose archeological remains have been found in the San Diego region. The Kumeyaay lived along the San Diego River delta and valley.

Spanish Period

The Spanish landed at La Playa (Point Loma) in 1542, but it was not until 1769 that the colonization of Alta California begun (present-day California). They built a mission and presidio on the hill near the river (Old Town). In 1774, the Spanish moved the Mission San Diego de Alcalá to its present location at the San Diego River valley (Mission Valley). The founding of the mission brought about profound changes in the lives on all Native American groups from the coast to the inland areas of the San Diego region. Shortly after 1800, soldiers and their families began to move down from Presidio Hill near the San Diego River. The La Playa Trail ran through the Midway area (generally corresponded to present day Rosecrans Street); it was the main link between Old Town San Diego, the mission and La Playa (present Point Loma). Although it is considered the oldest European trail on the Pacific

Coast, La Playa Trail is also known to have been an ancient Kumeyaay path.

Mexican Period

In 1822, as Mexico became independent from Spain, San Diego became part of Mexico. The Mexican government began issuing private land grants in the early 1820s, creating the rancho system of large agricultural states and secularized the Spanish missions in 1833. The secularization of the missions had the effect of triggering increased Native American hostilities against non-native American residents. The Mexican government opened California to foreign trade. Imports and exports had to be carried over the La Playa Trail to and from anchorages in La Playa. Old Town and La Playa became centers of activity in Mexican San Diego.

American Period

The United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo in 1848, and the California State Legislature formally organized San Diego County in 1850. That same year, approximately 687 acres of (including Pacific Highway), located between the Old Town site and New Town (Downtown), were granted by Joshua Bean, the City's first mayor, to a group of ten early pioneers. The portion of land was subdivided and laid out, and it was designated as Middletown. The names of some of the original ten investors are remembered in the existing street name system along the Pacific Highway, which include: Emory, Sutherland, Noell, Estudillo, Wright, Banini, Coutts, and Witherby. The development of Middletown, as well as Old Town, was stymied by a severe drought, followed by the onset of the Civil War.

The Midway area was referred to as Dutch Flats due to its marshy salt flats. It was part of the San Diego River delta that flowed between False Bay (Mission Bay) and the San Diego Bay. In 1853, the U.S. Army Corps of Engineers, under the direction of George Derby constructed a dike to make the Mission Bay route of the river permanent and protect the San Diego Bay from sand deposits. The dike, later known as Derby's Dike, was just south of the present flood channel, extending northeasterly from what is now the junction of Midway Drive and Frontier Street (Sports Arena Boulevard). The dike was later flooded and had to be rebuilt again in 1877.

The following three important themes related to the development of the Midway - Pacific Highway during the American period can be identified.

Transportation Improvements and Early Industrial Development (1882 – 1914)

The location of the Pacific Highway in relation to the beach communities to the north, Old Town and New Town, later known as Downtown, allowed it to emerge as a transportation corridor for railroads, streetcars, and automobiles. However, it mainly

functioned as a place one passed through rather than as a destination. In 1887, the first electric street railway system in the western U.S. introduced by the San Diego's Electric Rapid Transit Company traversed from New Town (Downtown) to Old Town along Arctic Street (now Kettner Boulevard) and then to Hancock Street. The street railway system was later extended to the residential areas in the beach communities. In the early 1900s, Pacific Highway became part of U.S. Highway 101 which was the main north-south road that connecting San Diego to Los Angeles and the Mexican border.

Military, Aerospace, and Related Industrial Development (1901 - 1953)

Construction on Dutch Flats area was accomplished with dredging and filling. The establishment of the Marine Corps Recruit Depot at Dutch Flats in the early 1920s, south of present-day Barnett Avenue and Pacific Highway, had a profound influence over the development of the area. Barnett Avenue was then the main roadway from the New Town area (Downtown) to Point Loma.

The aerospace industry in San Diego began in 1922 at the Dutch Flats area, where T. Claude Ryan opened up an airfield and a manufacturing plant for Ryan Airlines. Ryan's company built the Spirit of St. Louis for Charles Lindbergh which he tested at Ryan Field before his 1927 nonstop solo flight from New York to Paris. Ryan Field was located near the intersection of Midway Drive and Barnett Avenue. In 1928, the San Diego Municipal Airport – Lindbergh Field was inaugurated. It was the first federally certified airport to serve all types of aircraft, including seaplanes. The original terminal was located along Pacific Highway.

In 1935, the Consolidated Aircraft Company was established in San Diego by Reuben H. Fleet. Two plants were constructed, one on the northeast side of Lindbergh Field along Pacific Highway, and another between Pacific Highway and Kurtz Street. Consolidated Aircraft manufacturing company influenced the establishment of smaller firms, all dedicated to produce aircraft tooling, parts, and subassemblies into the area.

An increase in housing, transportation, and schools demand took place in San Diego during the war years, consequence of a massive influx of military personnel and defense workers. In 1940, the federal government passed the Lanham Act to provide massive amounts of housing in congested defense industry centers. The Frontier Housing Project, which started construction in 1943, was one of the largest defense housing developments with 3,500 temporary housing units, and schools and services for its residents located in the Midway area. In 1942, Army Air Corps took over Lindbergh Field to support the war effort and extended the runway by dredging and filling. This made the airport jet ready before jet passenger came into widespread service following World War II.

Post-War Commercial and Residential Development (1945-1970)

During the 1950s, several of the large parcels of land formerly used for Frontier Housing Project were purchased by the City and later sold and/or developed with various commercial uses along Midway Drive, Frontier Street (Sports Arena Boulevard) and Rosecrans Street. The Midway District gave way to commercial uses that catered to nearby residential, airport, aircraft plants, and military bases. Streets were widened, removed, and renamed to facilitate the movement of automobiles. Commercial business continued to be oriented toward the automobile and mainly consisted of freestanding buildings surrounded by large surface parking lots. Commercial and industrial uses that required large parcels such as drive-in theaters, lumberyards, nurseries, and outdoor storage also began to locate in the area. The Pacific Highway Corridor was the location of some of the aircraft industry associated with Lindbergh Field, as well as numerous other warehouses and industrial-related operations.

The Midway District became an area with a mixture of industrial and commercial uses during the 1960's. The construction of I-5 and I-8 increased automobile access to the Midway District. It formed barriers between adjacent communities and to the San Diego River. Rising land values created a shift from industrial to commercial uses. New multifamily residential also began appearing in the Midway District. Automobile related businesses such as service stations and garages were also attracted to the Pacific Highway Corridor. The character of the area that exists today began to take shape during the 1960's.

Historic Survey

The Community Plan envisions Midway - Pacific Highway as an evolving community. The plan encourages the retention of designated historical resources and when possible the preservation of potentially significant historical resources. If future development occurs, consideration should be provided to commemorate the historic events that once occurred in specific sites of the Community. Efforts should be made to maintain the historic character of the community, in order to provide future generations with a glance to the past. This can be accomplished through the incorporation of historical resources into new development, promoting their adaptive reuse, and through commemorative markers and interpretive signage where the sites or building have been altered or removed.

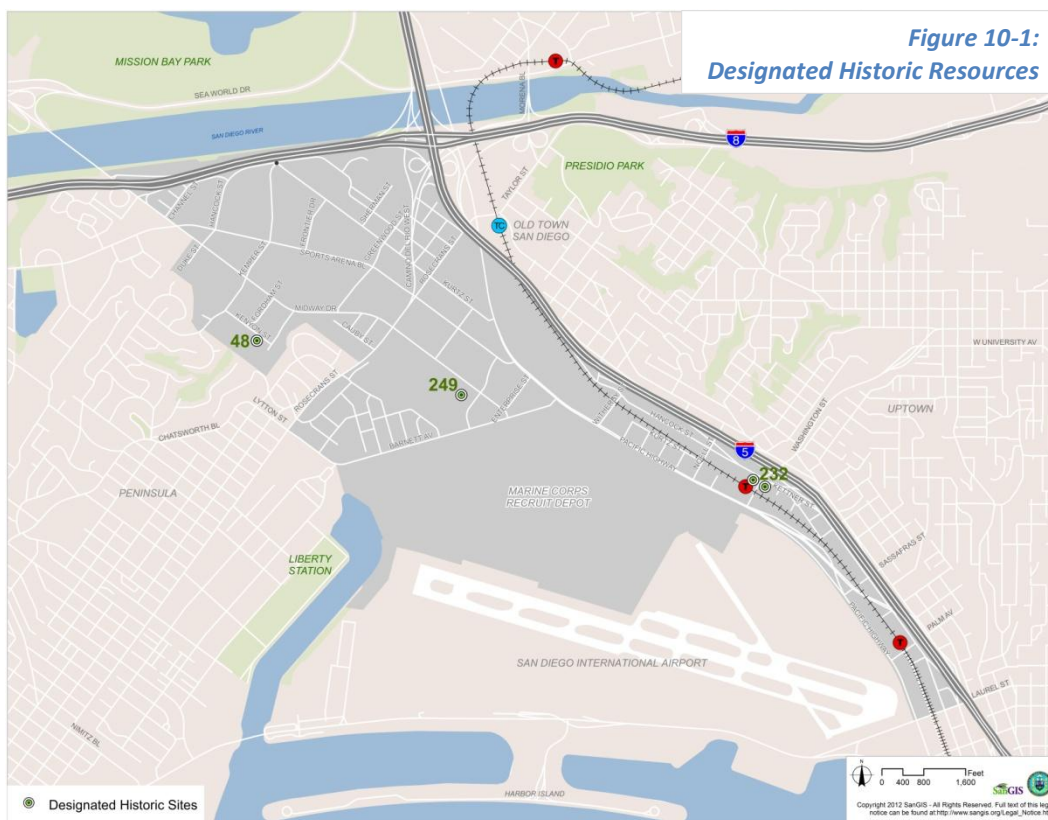
Designated Historical Resources

Midway - Pacific Highway contains the following sites and buildings that have been designated as historic resources by the San Diego Historical Resources Board as shown on Figure 10-1.

- **Derby's Dike** – was constructed in 1853 to prevent the San Diego River from flowing into the San Diego Bay. Now gone, the site at the foot of Presidio Hill is designated San

Diego Historical Resources Board Site No. 28. Although the marker for the Derby's Dike site is located in Old Town San Diego, it extended northeasterly from the present-day junction of Midway Drive and Frontier Street (Sports Arena Boulevard) and allowed the opportunity for development within Midway - Pacific Highway.

- **Hebrew Cemetery** – Louis Rose, one of the early settlers to the area, who purchased land between Old Town and La Playa (known as Roseville) to establish a new town site, dedicated five acres of land on present-day Kenyon Street to develop a Jewish cemetery. The Jewish community discontinued use of the cemetery after a new Jewish burial ground in Mount Hope was established in 1892, where they reinterred those buried at the old cemetery. The site is designated San Diego Historical Resources Board Site No. 48.
- **Mission Brewery** – was one of the earliest businesses in the Community. August Lang constructed the brewery at Hancock Street and Washington Street in 1913 and a bottling plant across Washington Street. The brewery operations ceased in 1918 as consequence of the passage of the Prohibition Act. Mission Brewery is designated San Diego Historical Resources Board Site No. 232 and is also listed in the National Register of Historic Places.



- **Dutch Flats/Ryan Field** – In 1922, T. Claude Ryan started a flying school and later a manufacturing plant at Dutch Flats. Beginning in 1925, the first regularly scheduled airline in the U.S. operated out of Ryan Field. The manufacturing plant was the birth place of the San Diego aviation industry. Ryan Field was located near the intersection of Midway Drive and Barnett Avenue. Dutch Flats/Ryan Field is designated San Diego Historical Resources Board Site No. 249.

Potentially Significant Historical Resources

The majority of the potentially significant historical resources identified through the historic survey are comprised of industrial and commercial buildings representative of the Contemporary architectural style in the context of Postwar Commercial and Residential Development; commercial buildings representative of the Streamline Moderne architectural style in the context of Postwar Commercial and Residential Development; industrial and commercial buildings representative of the International architectural style in the context of Postwar Commercial and Residential Development; and industrial buildings associated Military, Aerospace, and Related Industrial Development.

The establishment of Consolidated Aircraft in 1935 was influential to San Diego's aerospace industry. Consolidated Aircraft constructed a plant located at 4203 Pacific Highway, which has become headquarter for Space and Naval Warfare Systems Command (SPAWAR) and an administration building, located at 3165 Pacific Highway, which is utilized as the San Diego Unified Port District office. These industrial buildings are significant in the context of the Military, Aerospace, and Related Industrial Development (1901 – 1953). The former Loma Theater built in 1944, represents an excellent example of a Streamline Moderne movie theater in the context of Post-War Commercial and Residential Development (1945-1970).

Policies

- 10.1.1 Promote the installation of public art, statues, signs and other features that commemorate the character and historical value of already designated historical resources. This should be independent of plaques or markers that may have already been placed on the sites.
- 10.1.2 Encourage the incorporation of the historical character of potentially significant historical resources into the development of new buildings or the reuse of the existing buildings on sites identified by the historic survey.
- 10.1.3 Preserve notable landmarks and areas of historic, architectural and aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past.
- 10.1.4 Ensure that mobility improvements do not impact historical sites and buildings.

CHAPTER ELEVEN

Implementation

The Community Plan vision and policies will be implemented through a number of different mechanisms. The implementation section describes the necessary actions and agencies responsible for realizing the plan's vision. The implementation of an enhanced regional access in the community will require partnerships between various public agencies, including the San Diego Association of Governments (SANDAG), California Department of Transportation (Caltrans), Metropolitan Transit System (MTS), San Diego Unified Port District, San Diego County Regional Airport Authority, and California High Speed Rail Authority and public involvement. The Community Plan recommends potential funding mechanisms to pursue as ways to viably finance the implementation of the Community Plan.

KEY ACTIONS

- Regularly update a Public Facilities Financing Plan identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Community Plan.
- Implement facilities and other public improvements in accordance with the Public Facilities Financing Plan.
- Pursue local, state and federal grant funding available to implement unfunded needs identified in the Public Facilities Financing Plan.
- Pursue formation of Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

11.1 FUNDING MECHANISMS

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements.

11.2 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

The proposals for improvements to streets and open spaces described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance

occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the Public Facilities Financing Plan. Figure 11-1 articulates some of the higher priority recommendations.

Figure 11-1: Midway – Pacific Highway Implementation Action Matrix

No.	Element Actions	Policy	Responsible Departments / Agencies	Time Frame
Sidewalk and Pedestrian Improvements				
1	<p>Improve the pedestrian environment by retrofitting streets along Boulevard and Green Streets.</p> <ul style="list-style-type: none"> a. Redesign underutilized portions of streets as public spaces, such as widening sidewalks or providing curb pop-outs. b. Work with willing property owners to use existing setback areas for pedestrian and streetscape improvements. c. Require new developments to provide additional right-of-way for pedestrian and streetscape improvements. 	ME 3.1.1	City of San Diego	Short-term
2	<p>Work with Caltrans to improve the pedestrian environment at freeway underpasses and pedestrian bridges.</p> <ul style="list-style-type: none"> a. Enhance the freeway underpass at the Sports Arena Boulevard/I-8 interchange to reduce motor vehicle conflicts and improve multimodal access to the San Diego River Trail and Mission Bay Park. b. Enhance the freeway underpasses on Rosecrans Street, Noel Street, West Washington Street, Sassafras Street, and Laurel Street with pedestrian lighting to foster pedestrian connections. c. Enhance the Palm Street/I-5 pedestrian bridge to facilitate the use of the Palm Street Trolley station. 	ME 3.1.2	Caltrans	Short-term
3	<p>Work with SANDAG and Caltrans to facilitate the development of a bicycle and pedestrian connection from the Sports Arena Community Village to the San Diego River Park, which could include a bicycle and pedestrian bridge over or a tunnel under I-8, to increase connectivity to the regional pedestrian and bicycle network.</p>	ME 3.1.3	City of San Diego; Caltrans; SANDAG	Long-term
Transit Services and Facilities				
1	<p>Work with SANDAG and MTS to support and incorporate transit infrastructure and service.</p> <ul style="list-style-type: none"> a. Provide grade separation of at-grade railroad crossings at West Washington Street, Sassafras Street and West Palm Street, to enhance pedestrian, bicycle, and vehicle circulation. 	ME 3.2.1	MTS; SANDAG	Long-term
	<ul style="list-style-type: none"> b. Provide improvements within the right-of-way needed to implement Rapid Bus service, including signal priority treatments and short segments of transit-only lanes, where feasible, including, including on Sports Arena Boulevard, Rosecrans Street, and Pacific Highway. 			Long-term
	<ul style="list-style-type: none"> c. Incorporate Rapid Bus facilities to serve new development in the Sports Arena Community Village and Dutch Flats Urban Village. 			Mid-term
	<ul style="list-style-type: none"> d. Provide enhanced amenities that reflect the importance of the Rapid Bus stations at the Sports Arena Community Village and Dutch Flats Urban Village, and Trolley stations at Washington Street and Palm Avenue, and incorporate measures to improve personal safety. 			Mid-term

No.	Element Actions	Policy	Responsible Departments / Agencies	Time Frame
	e. Increase the length of the heavy-rail bridge to allow for additional right-of-way along Witherby Street.			Long-term
2	<p>Work with SANDAG and the High Speed Rail Authority on the planning, design and construction process for the Intermodal Transportation Center facility.</p> <p>a. Involve the community and affected business and property owners throughout the process for the ITC.</p> <p>b. Provide adequate parking for the ITC to meet the needs of transit passengers.</p> <p>c. Provide improvements to enhance vehicular access between I-5 and the ITC.</p> <p>d. Incorporate ITC Design Guidelines (Box 3-5) in the process for the ITC.</p> <p>e. Support the use of regional transportation and state high speed rail funding to construct the facility and associated off-site improvements.</p> <p>f. Support relocation of the Washington Street Trolley Station (should the ITC require its closure), to the MTS property between Witherby Street and Noel Street to provide transit service to Hancock Transit Corridor.</p>	ME 3.2.2	SANDAG; CHSRA	Long-term
Roadway Infrastructure				
1	Retrofit Pacific Highway as a primary arterial with a boulevard street typology with at grade intersections to enhance mobility for all modes and to serve as a community gateway. This could include removing grade-separations at Barnett Avenue, Witherby Street, and Washington Street, and improving access to or removing the frontage road.	ME 3.3.1	City of San Diego	Long-term
2	Implement physical improvements to the circulation system by retrofitting streets to intersect at right angles.	ME 3.3.2	City of San Diego	Mid-term
3	Introduce new streets to break up the scale superblocks to allow additional north/south access and reduce congestion on existing streets.	ME 3.3.3	City of San Diego, adjacent property owners	Mid-term
5	Coordinate with SANDAG, Caltrans, and the San Diego County Regional Airport Authority to reduce congestion on community streets from vehicles traveling to and from the San Diego International Airport through the implementation of airport- and/or regional-transportation-funded improvements.	ME 3.3.5	Caltrans; SANDAG; SDCRAA	Long-term
	a. Provide direct access from I-5 to the San Diego International Airport.			Long-term
	b. Consider the potential to reconstruct and utilize the I-5 to Pacific Highway viaducts.			Long-term
	c. Consider improvements on streets to address existing and future regional airport traffic that include restriping and intersection improvements.			Short-term

No.	Element Actions	Policy	Responsible Departments / Agencies	Time Frame
6	Coordinate with SANDAG and Caltrans to construct freeway access improvements that reduce regional traffic congestion and increase regional access within the community for vehicles traveling to and from adjacent communities as regional-transportation-funded-improvements.	ME 3.3.6	Caltrans; SANDAG	Long-term
7	Implement Intelligent Traffic Systems (ITS) strategies such as dynamic message signs and traffic signal coordination to reduce traffic congestion along Rosecrans Street, Sports Arena Boulevard, and Pacific Highway.	ME 3.3.7	City of San Diego	Mid-term
8	Coordinate with the U.S. Navy and Marine Corps to reduce congestion from civilian employees and visitors traveling to Navy and Marine Corps facilities and installations within and adjacent to the community through the use of Transportation Demand Management strategies.	ME 3.3.8	City of San Diego; U.S. Navy; U.S. Marine Corps	Short-term
9	Encourage large public and private sector employers and institutions within and adjacent to Midway - Pacific Highway to provide incentive programs to shift trips to off-peak periods and reduce single-occupant-vehicle-trips.	ME 3.3.9	MTS; SANDAG	Short-term
Bicycle Improvements				
1	Provide bicycle lanes with a buffer on Boulevard and Green Streets where feasible.	ME 3.4.1	City of San Diego; adjacent property owners	Short-term
2	Provide bicycle parking within main streets.	ME 3.4.2	MTS; SANDAG	Mid-term
3	Work with SANDAG and MTS to provide bicycle lockers and racks at bus rapid stops and Trolley stations.	ME 3.4.3	MTS; SANDAG	Mid-term
4	<p>Work with Caltrans to improve the bicycle environment at freeway underpasses.</p> <ul style="list-style-type: none"> a. Reduce conflicts with motor vehicles and bicyclists at the Sports Arena Boulevard/I-8 interchange. b. Improve access to the San Diego River Trail and Mission Bay Park. c. Enhance the freeway underpasses on Rosecrans Street, Noel Street, Washington Street, Sassafras Street, and Laurel Street to foster bicycle connections to Old Town and Uptown. 	ME 3.4.4	City of San Diego; Caltrans	Short-term
Noise				
1	Establish a train horn “quiet zone” at the Washington Street and Noell Street at grade rail crossings as an interim measure to roadway-rail grade separation.	NE 9.1.1	City of San Diego; SANDAG; rail operators	Mid-term

Caltrans: California Department of Transportation

CHSRA: California High-Speed Rail Authority

MTS: Metropolitan Transit System

SANDAG: San Diego Association of Governments

SDCRAA: San Diego County Regional Airport Authority

APPENDIX A

Appendix A

Figure A 1: Street Tree List

Tree Type	La Playa Trail	Boulevard	Green Street	Main
(To be completed later)				